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No. 27,086 HONG KONG, THURSDAY, JANUARY 24, 1929. PRICE \$3.00 Per Month.

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GRAVE ALLEGATION AT INQUIRY

BY LIGHT KEEPER

NEWS OF "HSINWAH" DISASTER HARD TO GET THROUGH TO-DAY'S PROCEEDINGS

Evidence that about 20 minutes were wasted in getting his message concerning the "Hsinwah" disaster through to Hong Kong, on account of the inability of the operator at the Radio Telegraph Office, in the Post Office building, to receive his communication either by telegraphic signalling or telephone, was given by Mr. W. F. Hast, light-house keeper at Waglan, at the Central Magistracy this morning when Mr. R. E. Lindsell and a Coroner's jury composed of Capt. A. W. Davison and Messrs. J.W.C. Bonnar and Wong Kwong-tin on the body of a victim of the disaster which was brought to Hong Kong by the "Henry Keswick".

The Hon. Comdr. G. F. Hole, R.N., (retired), Harbour Master, was on the bench with the Coroner and jury. In the witness box, Mr. Hast said that at about 3.15 a.m., on January 16, he was on duty at Waglan with his assistant. He noticed a steamer to the east of Waglan coming in from the eastward. Her port and masthead lights only were showing.

The witness expected to see the vessel more in the centre of the channel, and the lights which he saw indicated that the steamer would pass clear of Waglan, but very close to the northern end of the island.

Three Miles South When witness first saw the steamer, she was about three miles south out of the ordinary course. By her lights the witness did not think that the ship was in danger, and concluded that she would pass clear of Waglan, but very close.

Witness and his assistant were preparing to signal to the ship to ascertain her name, when suddenly her starboard light came into view as well as the port and masthead lights. This seemed to indicate that the ship had altered her course to pass near D'Aguiar and make for the western entrance of the harbour.

A few minutes after this she struck. She was then practically bows on to the island.

Tried to Signal The ship grounded at about 3.40 a.m. Witness knew that she had grounded by the way she was swinging, and she also gave distress signals on her whistle, and also fired sound rockets and flares.

The witness and his assistant tried to signal to the ship by Morse lamp but got no answer from her. Answering the Coroner, the witness said that he estimated the point the ship grounded as "Table Rock" but it did not appear on the chart as such. This rock, which was more or less submerged, was at the north point of Waglan and practically abutted the north point of the island. Beyond the rock was deep water.

Radio Office Cabled It was a very dark night but clear and all the lights were showing round. He could see the Lantau, Cape D'Aguiar and Junk Lights. Witness' own light was quite good, as usual. Witness could see the ship clearly as his light cut right over the rock which she struck.

After he had seen the ship strike, witness called up the operator at the Radio Telegraph Office, Post Office Building, by telegraph to send a message through to the Harbour Master and the authorities concerned. This was at 3.42 a.m. The witness started to tap a Morse message but received many requests to repeat. Seeing that time was being wasted in this way, he asked the operator to put him in touch with the Supervisor of Telephones by telephone with a view to getting the latter to transmit his message to the Sub-Inspector of Light-houses on Green Island to be re-transmitted to the Harbour Office.

MRS. WM. DANBY

OLD RESIDENT'S ESTATE IN HONG KONG

COURT GRANTS PROBATE

Probate to the will (made in May, 1917) and a codicil (made in Jan., 1928) of Mrs. Lucy Caroline Danby, widow, late of Tettenhall, Staffordshire, who died in a Wolverhampton nursing home on March 8, 1928, at the age of 79, has been granted by the Supreme Court to her step-son, Mr. J. D. Danby, of Messrs. Butterfield and Swire.

The value has been sworn under \$105,500. The deceased lady was a very old Hong Kong resident. Her husband, who predeceased her, was Mr. William Danby, an architect, another resident in the Colony of long standing.

Mrs. Danby appointed Mr. J. D. Danby and Mr. H. W. Looker, M.F., the executors. Net estate at home has been valued at \$5,397 13s. 1d.

Big Chinese Estate Mr. Chan Sham, merchant, late of No. 10, Wyndham-street, Hong Kong, left estate in the Colony valued at just under \$402,000. He died at the Young Wo nursing home, Happy Valley, on Dec. 21, 1927.

Letters of administration have been granted to his widow, Mrs. Chan Ng Shi, who lives at No. 10, Wyndham-street.

phatic language" and asked for the Supervisor of Telephones. Finally he got the Supervisor and without difficulty was connected with the Sub-Inspector of Light-houses on Green Island.

Took 20 Minutes Witness then got his message through to Mr. Taylor. This was just about 4 a.m. It actually took witness 20 minutes to get the message through. In these 20 minutes the ship was practically in the same place where she grounded and was still sending up distress signals. She appeared to be still aground and swinging.

Soon after she had grounded, and before witness tried to get his message through, the ship turned right round once as if she was pivoted on a rock and then came back again and struck with her stern.

Moved Clear After witness had got his message through, he brought out blue lights and burned them. Shortly after he had burned the blue lights, the ship either steamed or drifted clear and very slowly floated out to a position about a quarter of a mile north-west of Waglan, with her bows in the direction of Sankong Island.

At 4.17 a.m. the telephone rang and the Sub-Inspector of Light-houses told witness that the message had been sent through to the Harbour Office and the other authorities concerned and that assistance was being sent out immediately in the shape of the Talko tug. Witness then told Mr. Taylor that the ship had moved out and appeared to be sinking.

Afterwards witness gave instructions for ropes, lights and life-buoys to be taken to the landing and other parts of the island in case boats or swimmers came that way.

At this time the ship was sinking but still well afloat. Other Evidence The first witness called at the inquiry was Mr. C. H. Thomson, a boarding officer of the Harbour Office who deposed to going out on the "Henry Keswick" at 2 a.m. on the day of the disaster, and after cruising about he picked up the body of a Chinese (the subject of the inquiry) which was on a raft made of metal drums lashed with bamboo. One of the man's legs was jammed in the bamboo, under the raft and the body was held fast on the raft. Later he found an empty lifeboat. All these were brought in to Hong Kong and the body was handed over to Sergeant Wright of the Water Police whom the witness saw in a police launch near Green Island.

Sergeant Wright gave evidence of taking the body to the Kowloon mortuary. Not Recognised Inspector Ogg, who had charge of the police case, said that none of the survivors who were brought in subsequently was taken to see the body. They were only shown a photograph of it, and no one recognised the man. Mr. M. Watson is watching the proceedings on behalf of the owners, the China Merchants' S.N. Co.

PASSENGERS FROM HONG KONG

SIX DAYS A WEEK

FIVE SEARCHES WHEN ARRIVING AT KONGMOON

MAYOR'S NO-SQUEEZE PLAN

[From Our Own Correspondent.]

Paklat, Kongmoon, Tuesday. Nearly all the hundreds of passengers who arrive here by steamboat six mornings a week and en-train for up-country have had to put up with irritating restrictions because of a multiplicity and overlapping of search systems. Mr. Im Pok-kau, the new Mayor of Kongmoon, has devoted close attention towards obviating friction as much as possible. The various bodies who conduct searches may be classed as follows:—

Chinese Maritime Customs, Customs Surtax Bureau (commonly known as the 2½ per cent. office), Police (Peace Preservation Bureau), Smuggling Preventive Corps, Anti-Nippon Boycott Society's pickets, and any other improved body that may happen to be functioning at the time.

All the searching is carried out in the short distance of about 300 yards between the steamboat wharves and the terminus station of the Sunning Railway.

The new Mayor's scheme, the raison d'être of which is to stop "squeeze" being exacted from travellers, is to organise an official corps of searchers, to act after the lines of the Customs and to include men from all the bodies enumerated; so that, in other words, there will be only the Customs and the proposed corps to cope with.

WEST INDIES

A LANDMARK IN ITS HISTORY

IMPORTANT CONFERENCE

London, Yesterday. A British Wireless message says that the Secretary of State for the Colonies (Mr. J. M. S. Amery), has sent the following telegram to the Governor of Barbados on the occasion of the opening of the first West Indies Conference:—"I desire to tender my best wishes for the complete success of the conference and to express my confidence that it will prove fruitful in measures for promoting the well-being of the West Indian Colonies, British Guiana, British Honduras and Bermuda and for effecting a close and cordial co-operation between them in all matters of common concern. The occasion is one of great significance both imperial and local and I believe that it will constitute an important landmark in the history of the West Indies and will inaugurate a new era in the handling of their affairs."

Boxer Fund STILL ACCUMULATING IN A SHANGHAI BANK

NO LEGISLATIVE ACTION

London, Yesterday. A White Paper on the China Indemnity Fund account for the year ended March 31, 1928, shows a balance of \$2,363,000. The Comptroller-General, in his report, remarks that no legislative action has yet been taken in connection with the proposals of the Advisory Committee and meantime the fund continues to accumulate in the bank at Shanghai.—Reuter.

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WORLD CRUISE

"PRES. GARFIELD" PROCEEDING ON HER VOYAGE

New York, Yesterday. The s.s. "President Garfield" has been re-fitted, and is resuming her world cruise.—Reuter's American Service. (On Jan. 21 she went fast on a collision with the "Bohama" and was proceeding to Havana.)

A resolution requesting Sheffield Council to take steps to establish an aerodrome was passed at a meeting of Sheffield and Rotherham Business men.

THE K-C RAILWAY

MINISTRY TO TAKE CONTROL

REQUEST FROM NANKING

Nanking, Yesterday. The Central Political Council has instructed the Canton Branch of the Political Council to hand over the administration of the Canton-Kowloon, Canton-Hankow and Canton-Samshui Railways to the Railway Ministry.—Reuter.

REAL ESTATE

GREATEST DEAL IN NEW YORK

NEW OPERA HOUSE, ETC.

New York, Yesterday. The greatest real estate deal in the history of New York has just been concluded. It involves over \$50,000,000 and the raising of nearly 11 acres of buildings in the heart of Manhattan for the erection of a new Opera House and three blocks extending from Forty-Eight to Fifty-First-street. These will be leased at an annual rental of \$600,000 for 37 years from Columbia University by J. D. Rockefeller, Junior. Over 200 houses will be razed and if the agreement is reached the opera house will be built on the site.—Reuter's American Service.

WEATHER REPORT

N. E. winds, fresh, generally overcast is the forecast until noon to-morrow.

The anticyclone central over S. E. Mongolia has weakened slightly. The typhoon is about 200 miles W. of Japan moving W. or W.N.W. Strong to fresh monsoon may be expected along the S. E. coast of China and over the N. China Sea. Cyclonic gales to the north of Borneo.

Moving This Way

The following telegram was received from the Manila Observatory at 10.10 a.m. to-day: Manila 9.30 p.m. 25rd: Typhoon in about 123 deg. Long. E. and 10 deg. Lat. N. moving W.N.W. [The location of this typhoon is between Cebu and Iloilo, P.I., and it is moving in the direction of the Indo-China coast, south of Hong Kong.]

CHANNEL TUNNEL

IMPORTANT STATEMENT BY FRENCH AMBASSADOR

FRENCH GOVT'S ATTITUDE

London, Yesterday. Speaking at a dinner in the House of Commons held to discuss the Channel Tunnel Scheme, the French Ambassador, M. de Fleurbaey stated that he had been authorized to say that the French Government would be ready when the British Government were ready to take the matter in hand and make the necessary agreement or arrangement.—Reuter.

U.S. CRUISER

THE "SALT LAKE CITY" LAUNCHED

Camden, N.J., Yesterday. The new 10,000 cruiser, "Salt Lake City", has been launched in the presence of the Secretary of the Navy, Mr. Wilbur.—Reuter's American Service.

The death is announced in Japan of Mr. Henry S. Breen. According to the "Japan Chronicle" Mr. Breen came to Kobe from Nagasaki some 30 years ago and joined the firm of J. Lyons & Co. as a clerk. Subsequently he entered the firm of Hahn Bros. but later joined the firm of Nickel & Lyons and was attached to the Shinkansen works. Mr. Breen had only been in Japan last October. He leaves a widow, four sons (one of whom is at Manila) and a daughter, for whom great sympathy will be felt.

TO-DAY'S DOUBT The death of Mr. Breen was announced in Japan last night.

BRITISH PLANES FOR CHINA

14 AVRO-AVIANS

THE FIRST COMPLETED TO FLY TO FAR EAST

WITH SLOTTED WINGS

London, Yesterday. An order for 14 Avro Avian two seater light planes has been received from China. The first of these machines to be completed will be fitted with slotted wings and flown to China for delivery. This will be the first time a flight from Britain to China has been made by land plane.—Reuter.

NATIONAL THRIFT

LARGE SALES OF SAVING CERTIFICATES

BIG CASH INVESTMENT

London, Yesterday. The steady increase in national thrift is shown by the figures just issued by the National Savings Committee. Large sales of national savings certificates were a feature of 1928 notwithstanding the adverse conditions in trade in many regions. Over 52,000,000 certificates were sold during the year, which was an increase of 16 per cent. upon the sales for 1927, and higher than the sales for any year since 1923 when a change in the terms of issue brought about abnormally large purchases.

At the end of 1928 the grand total of certificates sold since their introduction in 1916 was over 890,000,000, representing a cash investment of nearly \$700,000,000. When withdrawals have been allowed for it is estimated that, including accrued interest, the amount due to investors in certificates at the end of 1928 was approximately \$485,000,000.—British Wireless Service.

HOOVER'S STAFF

CENSORSHIP OF PRESS DESPATCHES

"GOODWILL" TOUR

Washington, Yesterday. The Senate to-day became excited at disclosures made by the Democrat, Senator Harrison of Mississippi, who alleged that the Press despatches, written aboard the battleship "Maryland" by Hoover's staff, were censored during the President-elect's recent "goodwill" tour of South America.

Senator Harrison read a trade paper article showing that five copies of each despatch were required from the correspondents, of which the Government authorities kept four. He alleged that an "atmosphere of intimidation" ruled aboard, which affected the correspondents more than the tampering with the despatches, of which two cases were cited.—Reuter's American Service.

NOT GUILTY

ACCIDENTAL KILLING OF A COOLIE

Shanghai, Yesterday. Before Assistant Judge G. W. King and a jury in the Supreme Court to-day the jury after an absence of five minutes returned a verdict of not guilty in the case of Frederick Chaplin, a Municipal policeman, who was charged with manslaughter in connection with the death of a Chinese Coolie in Ward-road canteen on December 1 last. The coolie was shot dead when Chaplin's automatic went off accidentally.—Reuter.

ELECTION BATTLE

44 DEAD ON ONE SIDE IN MEXICO

Mexico City, Yesterday. In the course of affairs during the election for the state governorship, one side alone had 44 killed and 100 wounded.—Reuter.

TRAIN DERAILED

Paklat. The train of the Sunning Railway which was derailed at Paklat, the station near Paklat, on Friday night, was carrying a large number of passengers and was derailed on a curve.

KING'S HEALTH

THE FORTHCOMING TRIP TO BOGNOR

CAR OR TRAIN?

London, Yesterday. A British Wireless message states: It was officially stated at Buckingham Palace to-day that the King's progress is being maintained, and it is expected that any further bulletin will be issued before to-morrow night. The King is regaining strength but so slow is this process that at least two weeks must elapse before he will be strong enough to be moved to Craigwell House, near Bognor, where he will go to recuperate. The only feature which does not give cause for satisfaction at present is that his weight does not increase. It is hoped that change of air will have a beneficial effect. The Queen will accompany the King to Bognor. It is now thought likely that His Majesty will make the journey by train.

Transport Problem The problem is whether the shorter journey by train, which would necessitate removal from car to train in London and from train to another car at Bognor would have greater advantages than an uninterrupted journey by road, which would take much longer. The advantage of the train would be that it could be so comfortably fitted that little motion would be felt. No Bulletin No bulletin regarding the King's health was issued this evening.

BARBERS IN COURT

TWO IN DOCK; OTHERS IN THE WITNESS BOX

HAKKAS FROM KOWLOON

Hakka barbers from Kowloon were the central figures in the Chief Justice's Court when the January Criminal Sessions resumed this morning.

Two were in the dock on a capital charge. They are Lok Choy and Lau Hon. The charge against them is one of murder. Deceased was Lau Mei, of No. 659, Canton-road, whose death is put down as on Oct. 20 or 21.

Another was the first witness called to-day—the ninth for the Crown. He was Cheung Chiu, of the Hung Fat barber shop, also in Canton-road. He went to look for deceased, in the latter's shop, on Oct. 19, he said. Deceased and the two prisoners were quarrelling about some accounts. Witness checked the figures and found the amount of \$40.08 to be correct. Deceased told him, witness, that he wanted to go to the police station with prisoners. "Don't You Know?"

On Oct. 30, witness continued, first prisoner came to his shop. One of witness's employees (who gave evidence yesterday) asked the first prisoner where deceased was. Prisoner replied: "About two days ago he went to Kowloon City and he was there killed by a motor-car. It is so reported in the papers. Don't you know it?"

Witness also alleged that the newspaper described the clothing deceased wore and that first prisoner recounted a description which he said he had read. The jury comprise Messrs. C. G. Anderson (foreman), J. E. Barrow, E. Sahmet, Lo Chan-ting, C. Barnshaw, J. S. Landolt and J. Gillespie.

Mr. Somerset Fitzroy (Assistant Attorney-General) is prosecuting. Mr. Hin-shing Lo (instructed by Mr. J. T. d'Almeida Remedios) is defending.

Det. Inspector C. P. Fallon is in charge of the case.

DR. LELY

DUTCH MINISTER DEAD

The Hague, Yesterday. The death is announced of Dr. Lely, at one time Minister of Public Works. Dr. Lely was responsible for the Dutch Government's adoption of the plan for the reclamation of a great part of the Zuider Zee.—Reuter.

FRESH TURN IN MURDER CASE

DOCTOR'S VIEW

SLIGHT BLOW COULD HAVE BEEN FATAL

MEDICAL EVIDENCE

An important point was brought out at the resumed trial of L. Pedersen charged with murder, aboard the "Royal Arrow" at the Kowloon Magistracy this morning. Dr. Dovey of the Kowloon Mortuary, giving evidence as to the post-mortem examination of Zetterberg the dead messman of the "Royal Arrow", stated that the man's physical condition was such that alcohol alone would have been sufficient to kill him. Although Zetterberg had unquestionably been struck several heavy blows, a slight blow from the fist would probably have been fatal. Dr. Dovey had previously stated that the body bore no external marks of violence. The post-mortem, however, revealed five bruises, two on the forehead (compatible with a blow from a fist, or a fall) two on the head, and one extensive bruise, with haemorrhage, behind the left ear. It appeared as if this latter bruise had been made by the round end of some blunt instrument.

Signs of Disease Cross-examined by Mr. Marton, for the defence, Dr. Dovey expressed the opinion that it was quite possible to deal a blow such as the bruise indicated, and break the bottle, without leaving any cuts or abrasions. Witness then briefly described the physical condition of the body, stating that the heart-valves were deficient, and showed signs of past disease.

There was, however, a definite small fracture of the skull, which indicated that Zetterberg had been struck a heavy blow.

Dr. B. C. Wong, first to take the witness stand, briefly deposed as to arriving aboard the "Royal Arrow" at 10.45 p.m., on Jan. 18. He found a man lying in a bunk, who, on examination, proved to be dead. Witness thought the man had been dead about two hours. There were no external marks of violence, but some bleeding from the left ear down to the chest.

"Drunkness Test" Dr. Newton, M.D. in charge of Kowloon Hospital, stated that 2.30 a.m. on Jan. 19, Pedersen was brought to him for examination as to whether he was under the influence of alcohol. The doctor found Pedersen's speech rather indistinct, his pulse rapid, and his breath smelling strongly of alcohol. Otherwise he appeared to be normal, and performed the usual simple tests satisfactorily.

In cross-examination, Dr. Newton stated that the defendant might very probably have been very drunk five hours before. Defendant's eye was swollen and about half-shut.

The case is proceeding. Yesterday's Proceedings Mr. Hamilton was engaged the whole of yesterday taking evidence.

The only witness heard in the morning was an older named John Algot Bernson, in whose cabin the unfortunate affair occurred. He deposed that both Pedersen and Zetterberg came in for a drink at the witness' invitation and stayed some hours there. First, there was a quarrel between Pedersen and Zetterberg over boxing and, later, another quarrel arose over the loss of some money by Zetterberg.

Mr. O. E. C. Marton, for the defence, suggested that as a matter of fact Pedersen was in a bunk, and it was the witness who was throwing a bottle about. This the witness denied.

Black Eye Asked about Pedersen's black eye, the witness admitted that he caused it in trying to separate Pedersen and Zetterberg.

On resuming after lunch, Mr. Marton insisted to his Worship that, contrary to a remark made in the morning, he would be calling the prisoner, instead of reserving his defence. When his Worship had heard the accused's story, it might be necessary to detain Bernson.

His Worship pointed out that there had been nothing in the cross-examination to justify such steps being taken.

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TUITION

SPECIAL PHYSICAL CULTURE CLASS.

Mrs. BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 81, Ashley Road, Kowloon (Back of Star Theatre).

TO LET.

TO LET.—No. 7, Stewart Terrace, 270, Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

BRAEMER TERRACE.

A FEW THREE-ROOMED UNFURNISHED MODERN EUROPEAN FLATS AVAILABLE NOW

AT REDUCED RENTALS

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Messrs. BUTTERFIELD and SWIRE, SUGAR BOOK OFFICE.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 38, Wyndham St., Telephone Central 22.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to: MISS RUTH CULLEY (Camb. Higher Local), MISS CECILIE TURNER (National Froebel Higher Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 25th January, 1929, commencing at 10.30 a.m., at their Sales Room, Duddell Street.

- 1 Case Cottons
- 1 Case Grey Shirtings
- 1 Case Felt Hats
- 1 Case Cabardine
- 1 Bale Blankets
- 4 Cases Artificial Silk Fancy
- 1 Case Fancy Prints
- 10 Cases Fire Crockery
- 226 Boxes Hosiery Needles

A Quantity of MISCELLANEOUS GOODS Terms—Cash on Delivery.

LAMMERT BROS. Auctioneers. Hong Kong, 24th Jan., 1929.

THE Undersigned have received instructions to sell by Public Auction

ON THURSDAY, 31st January, 1929, commencing at 11 a.m., at No. 55, Armand Buildings, Kimberley Road, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue) On View from Wednesday, the 30th January, 1929.

Terms—Cash on Delivery. LAMMERT BROS. Auctioneers. Hong Kong, 24th Jan., 1929.

NOTICES.

HONG KONG JOCKEY CLUB. ANNUAL RACE MEETING, 1929.

OWNERS are reminded that entries for the Annual Race Meeting must be in the hands of the Secretary on or before SATURDAY, 26th January, 1929, at 8 p.m.

By Order, C. B. BROWN, Secretary. Hong Kong, 22nd Jan., 1929.

THE HONG KONG JOCKEY CLUB. ANNUAL RACE MEETING.

25th, 26th, 27th February and 2nd March, 1929.

DRAFT PROGRAMME and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Hong Kong, 15th Dec., 1928.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of January, 1929, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Subdivisions	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Annual Rental	Option Price
1	Lot 1, Block 1, Mong Kok Tsui	1.14	10,000	\$1,140	\$1,140



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"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office: 25, Des Voeux Road Central. Tel. C. 6234. First Branch: No. 5, D'Agulhar Street. (For Ladies only) (Telephone No. C. 6234). Second Branch: No. 22, Queen's Road Central. (For Ladies & Gents.) (Rear Ground floor of Kayamally Building). Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours: 12 noon to 7 p.m. on week days, 12 noon to 6 p.m. on Sundays.

FELIX HAT SHOP

"The Little Shop" "The Hat Shop" HATS OF DISTINCTION to suit all occasions. Tailoring and Dressmaking. 10, Queen's Road Central, Hong Kong.

NOTICES.

THE BANK OF EAST ASIA, LIMITED.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of SHAREHOLDERS will be held at the Chinese Merchants' Club, 5th floor, China Building, Queen's Road Central, at 8.00 p.m. SATURDAY, the 18th February, 1929, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 9th February to SATURDAY, 16th February, 1929, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, KAN TONG-FO, Chief Manager. Hong Kong, 24th Jan., 1929.

HONG KONG TELEPHONE COMPANY, LIMITED.

A SUBMARINE TELEPHONE CABLE will be laid in the Harbour Cable Reserve at 7.30 a.m. on THURSDAY NEXT, the 24th instant (weather permitting), and all shipping is requested to proceed with the utmost caution when passing the Cable laying craft.

J. P. SHERRY, Manager. Hong Kong, 23rd Jan., 1929.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ANNUAL GENERAL MEETING of Shareholders will be held in the Office of Messrs. Dodwell & Company, Limited., on THURSDAY, the 31st January, 1929, at 11 a.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1928. The TRANSFER BOOKS of the Company will be CLOSED from the 23rd January to 31st January, 1929, both dates inclusive.

DODWELL & COMPANY, LTD. General Managers. Hong Kong, 18th Jan., 1929.

THE HONG KONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hong Kong and Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hong Kong for the purpose of considering, and if thought fit, passing the following resolution, viz:—

That the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors, A. C. HYNES, Chief Manager.

Note.—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays & Public and Bank Holidays excepted) in Hong Kong at the Head Office of the Corporation or at the offices of Messrs. Johnston, Wilson & Macfarlane, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from 10 a.m. to 5 p.m. on week days.

FUN O' THE FAIR

DETAILS OF FINANCIAL STATEMENT.

HANDSOME BALANCE. The following is the financial statement with reference to the "Fun O' the Fair," held at Lee Gardens on Nov. 17, under the auspices of the Hong Kong Women's Guild and Ministering Children's League:—

Receipts

Programme Advertisements	\$1,830.00
Donations:	
Messrs. Gibb Livingstone	200.00
The Hong Kong Football Club	150.70
Messrs. Sang Lee & Co.	100.00
Mr. Ho Ki	50.00
Mr. Tang Shiu Kiu	25.00
Gala Money, sale of programmes & coupon books	1,082.85
M.C.K. Stall:	
Naval Branch:	
Mrs. Pearson (Stall & Side Shows)	334.25
Donkey Rides	38.80
Military Branch:	
Mrs. C. C. Luard (Fancy & White Elephant Stalls & Billiards Competition)	721.54
Ninepins Competition	37.15
Gold Fish Bowl Competition	128.80
Police Branch:	
Mrs. E. D. C. Wolfe, M.B.E. (Stall & Side Shows)	833.85
Peak Branch:	
Mrs. A. C. Hynes (Coffee Stall)	147.55
Mrs. C. J. Mackie (Toys Stall)	819.95
Victoria Branch:	
Mrs. H. A. Taylor & Mrs. J. D. Lloyd (Picture Stall)	291.00
Mrs. C. G. Alabaster, M.B.E. (Cigarette Stall)	247.88
Mrs. Finnigan (Parcels & Clock Room)	39.50
Prisoners: Mrs. Franks (Fancy Stall & Side Shows)	428.00
St. Paul's School (Dollar Stall)	1,816.00
St. Stephen's School (Lacquer Stall)	88.25
Bellicious Old Girls' Association	140.00
Kowloon Branch:	
Mrs. B. Wylie (Tea Stall)	300.10
Various:	
Luna Park (Mr. & Mrs. H. R. Remington, M.B.E.)	685.48
Fortune Tellers (Meadames Lewis & Leggat)	44.00
Dance No. 1 House (A. L. Shields Esq.)	232.60
Theatre 2 Entertainments (Miss Capell)	132.50
Kandy Booth (American Ladies)	1,021.39
Massed Bands Concert	58.00
Raffle of Mr. Wynne Jones' Hat	21.00
	\$10,588.62

Expenditure

Advertising "Fun O' the Fair"	683.95
Printing	402.75
Electricity	28.33
Printing Hong Kong	40.00
Erection of Stalls, etc.	563.85
Messrs. Sang Lee	152.08
Transport of Three Bands	12.00
Entertainment Theatre	6.15
Piano Hire	30.55
Messrs. Kayamally	19.31
Military Stall Expenses	55.25
Coffee Stall Expenses	160.69
Cigarette Stall Expenses	56.48
Tea Stall Expenses	8,827.28
Luna Park Expenses	
Balance	\$10,588.62

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS, MAY, 1929.

The Last Day of Entry for Forthcoming Examinations in THEORY AND PRACTICAL will be 11th February.

Local Secretary: WM. ANDERSON, c/o Anderson Music Co., Ltd., from whom the current regulations may be obtained.

HONG KONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Hong Kong Benevolent Society will be held at the Chinese Merchants' Club, 5th floor, China Building, Queen's Road Central, on SATURDAY, the 18th February, 1929, at 8.00 p.m.

The TRANSFER BOOKS of the Society will be CLOSED from SATURDAY, the 9th February to SATURDAY, the 16th February, 1929, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, KAN TONG-FO, Chief Manager. Hong Kong, 24th Jan., 1929.

TO-DAY'S RADIO

BROADCAST BY G.O.W. ON 850 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 850 metres. The call sign of the station is G.O.W.

6.30 to 6.45 p.m.—Demonstration Programme.

7.45 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Victor Records).

"Last Spring."

"Prelude And Minuet."

Philadelphian Chamber String Simphonetta.

"Forgotten."

"Oh Dry Those Tears."

Tenor. Richard Crooks.

"The Rhinegold—Entrance Of The Gods Into Valhalla." (Wagner).

Albert Coates and his Symphony Orchestra.

"None But A Lonely Heart."

"Who Is Sylvia?"

Tenor. John McCormack.

"Dance—Part 3." (Ravel).

"Waltz Of The Spirits Of The Earth."

Albert Coates and the Symphony Orchestra.

"The Sidewalks Of New York."

"In The Good Old Summer Time."

Eddie Jordan and his East Side Boys.

"Tannhauser—Overture." (Wagner).

Albert Coates and his Symphony Orchestra.

"Die Meistersinger." (Wagner).

Albert Coates and his Symphony Orchestra.

"Cross Roads."

"Marie."

Tenor. Franklyn Baur.

"It's Nice To Get Up In The Morning" But It's Nicer To Lie In Bed!"

"Doughie The Baker."

Sir Harry Lauder.

"Dusky Stavedore."

"Blue Shadows."

The Revellers.

Violin and Guitar.

Joe Venturi-Eddie Lang.

"Song Of The Past."

Victor Mixed Chorus.

10 p.m.—News Bulletin.

"Mother, My Dear."

"A Brown Bird Singing."

Tenor. John McCormack.

"Pals Just Pals."

"Remember Me To Mary."

The Melody Three.

"When Day Is Done."

"Soliloquy."

Paul Whiteman and his Concert Orchestra.

"Waltz—Part 1." (Ravel).

"Waltz—Part 2." (Ravel).

Albert Coates and his Symphony Orchestra.

God Save The King.

10.30 p.m.—Close Down.

Sir Thomas Davies, M.P., has been elected chairman of the Conservative Parliamentary Agricultural Committee in succession to Sir George Courthope, M.P.

Mrs. A. Meredith Williams, Mr. Wm. McMillan, A.R.A., and Mr. Thomas J. Murphy have been elected Associates of the Royal Society of British Sculptors.

After Serious Illness

Build Up Your Blood and Strength With Dr. Williams' Pink Pills.

When influenza, malaria, or other wasting illness has laid you low, the system is left in a debilitated condition and requires building up. For this purpose nothing exists better than Dr. Williams' Pink Pills.

These Pills are a magnificent tonic, rapidly purifying, enriching and increasing the blood stream, at the same time revivifying the nerves and giving renewed strength to all the organs of the body. In proof read the testimony of Mrs. J. A. McNeill, Bess River, Nova Scotia, who says:—

"My daughter, Beatrice, was taken down with Encephalitis, and following this did not seem to gain strength. She continued taking the doctor's medicine, but I could not see that she was gaining, so I decided to give her Dr. Williams' Pink Pills. Soon there were signs of improvement, and she continued the use of the Pills until she was able to go around again, the picture of good health. I now always advise mothers with growing girls to give them these Pills. So soon there was a new health, and she is now a strong, healthy girl, and old of both sides Dr. Williams' Pink Pills for Pale People are a proved remedy."

Dr. Williams' Pink Pills for Pale People are a proved remedy for all cases of blood deficiency, and are sold by all druggists and chemists.

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
 From Hong Kong.
 S.S. "TIMAVO" Sails on or about 26th January.
 M.V. "REMO" Sails on or about 31st January.
 S.S. "PIAVE" Sails on or about 19th February.
 M.V. "VIMINALE" Sails on or about 28th February.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
 S.S. "VENEZIA" Sails on or about 12th February.
 S.S. "TIMAVO" Sails on or about 26th February.
 M.V. "REMO" Sails on or about 5th March.
 S.S. "PIAVE" Sails on or about 23rd March.

NATAL LINE OF STEAMERS

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 £120, £112, £110, £102, £88, via San Francisco.
 £84.40, £84.20, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
 SHINTO MARU Wednesday, 20th February.
 SIBERIA MARU Wednesday, 6th March.
 LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
 Singapore, Penang, Colombo, Suez.
 KASHIMA MARU Saturday, 26th January.
 HAKONE MARU (Calls Hull) Saturday, 9th February.
 SUWA MARU Saturday, 23rd February.
 SYDNEY & MELBOURNE via Manila & Ports.
 KAGA MARU Wednesday, 20th February.
 TANGO MARU Wednesday, 20th March.
 BOMBAY via Singapore, Penang, & Colombo.
 HAKODATE MARU Monday, 28th January.
 KOYEI MARU Thursday, 31st January.
 SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
 Mexico & Panama.
 ANJO MARU Friday, 1st February.
 SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
 BINGO MARU Monday, 28th January.
 NEW YORK via PANAMA.
 TATSUNO MARU Sunday, 27th January.
 ATAGO MARU Saturday, 2nd February.
 LIVERPOOL via Port Said, Geneva, Marseilles.
 DURBAN MARU Friday, 25th January.
 CALCUTTA via Singapore, Penang & Rangoon.
 BENGAL MARU Wednesday, 30th January.
 MALACCA MARU Saturday, 9th February.
 SHANGHAI, KOBE & YOKOHAMA.
 TOTTORI MARU Monday, 28th January.
 CEYLON MARU (Calls Keelung)
 (omit Shal) Tuesday, 20th January.
 MURORAN MARU Thursday, 31st January.
 HAKOZAKI MARU Monday, 4th February.
 (Cargo only).

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
 For further information apply to—NIPPON YUSEN KAISHA.
 Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
 Colombo, Suez and Port Said.
 ATLANTIC MARU Friday, 8th February.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
 Colombo, Durban & Cape Town.
 MONTEVIDEO MARU Friday, 8th February, 1929.
 BOMBAY—Via Singapore & Colombo.
 HONOLULU MARU Sunday, 3rd February.
 SUMATRA MARU Tuesday, 19th February.
 DUBAI, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
 & MOMBASA—Via Singapore & Colombo.
 CHICAGO MARU Tuesday, 5th February.
 CALCUTTA—Via Singapore, Penang & Rangoon.
 SEATTLE MARU Friday, 1st February.
 KASADO MARU (Calls at Belawan Del.)
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports From
 Shanghai.
 ALABAMA MARU Sunday, 3rd February.
 MELBOURNE—Via Manila, Brisbane & Sydney.
 HIMALAYA MARU Wednesday, 6th February.
 BANGKOK—Via Saigon.
 KOHSE MARU Sunday, 3rd February.
 HAIPHONG—Via Hothow & Pakhol.
 MENADO MARU Thursday, 31st January 10 a.m.
 NEW YORK—Via Japan ports, San Francisco & Panama.
 JAPAN PORTS.
 AMAZON MARU Thursday, 24th January.
 SOUBABAYA MARU Friday, 25th January.
 GANGES MARU Saturday, 26th January.
 KEELUNG—Via SWATOW & AMOY.
 HOZAN MARU Sunday, 27th January Noon.
 CANTON MARU Sunday, 27th February Noon.
 TAKAO—Via SWATOW & AMOY.
 DELI MARU Thursday, 24th January 9 a.m.
 TAKAO & KEELUNG.
 SOUBABAYA MARU Friday, 25th January 1929.
 For further particulars please apply to—OSAKA SHOSSEN KAISHA.
 Tel. Central No. 4026, 4028, 4029.

**SHIPPING SECTION.****CARDIFF DOCKS****GREAT WESTERN RAILWAY SCHEME****CHAMBER SUPPORT**

Cardiff.—By a majority of fourteen votes to five the Cardiff Chamber of Commerce, at a special meeting at Cardiff, decided to support the Great Western Railway Co. in the proposal, to withdraw certain coal shipping appliances in the Butte East Dock, Cardiff, for service in the interests of economy.

Mr. T. B. Humphries, president of the Chamber, presided, and welcomed the Lord Mayor (Alderman W. R. Williams), and said that they as a Chamber of Commerce represented the port of Cardiff, and in the presence of the Lord Mayor of Cardiff he wished to make that quite clear while they were citizens,

ed to lay off a number of shipping appliances from December 3rd, there was no intention to close the dock from January 1st, and there was no truth in the rumour that walls were insecure and likely to fall in.

The company would be ready to open out the tips withdrawn in a couple of days if necessary, and there would be nobody more pleased than the company when that time came.

In reply to a question by Mr. S. R. Ham, Mr. Carpenter stated that he was quite sure the dock managers would do everything possible to avoid any congestion at the different docks and he ventured the opinion that they would get on very well and without difficulty, provided there was co-operation. The railway company would do everything in their power to work with the Chamber and see that ships were not delayed.

THE S.S. "SUI TAI"

VESSEL RECONDITIONED FOR SERVICE

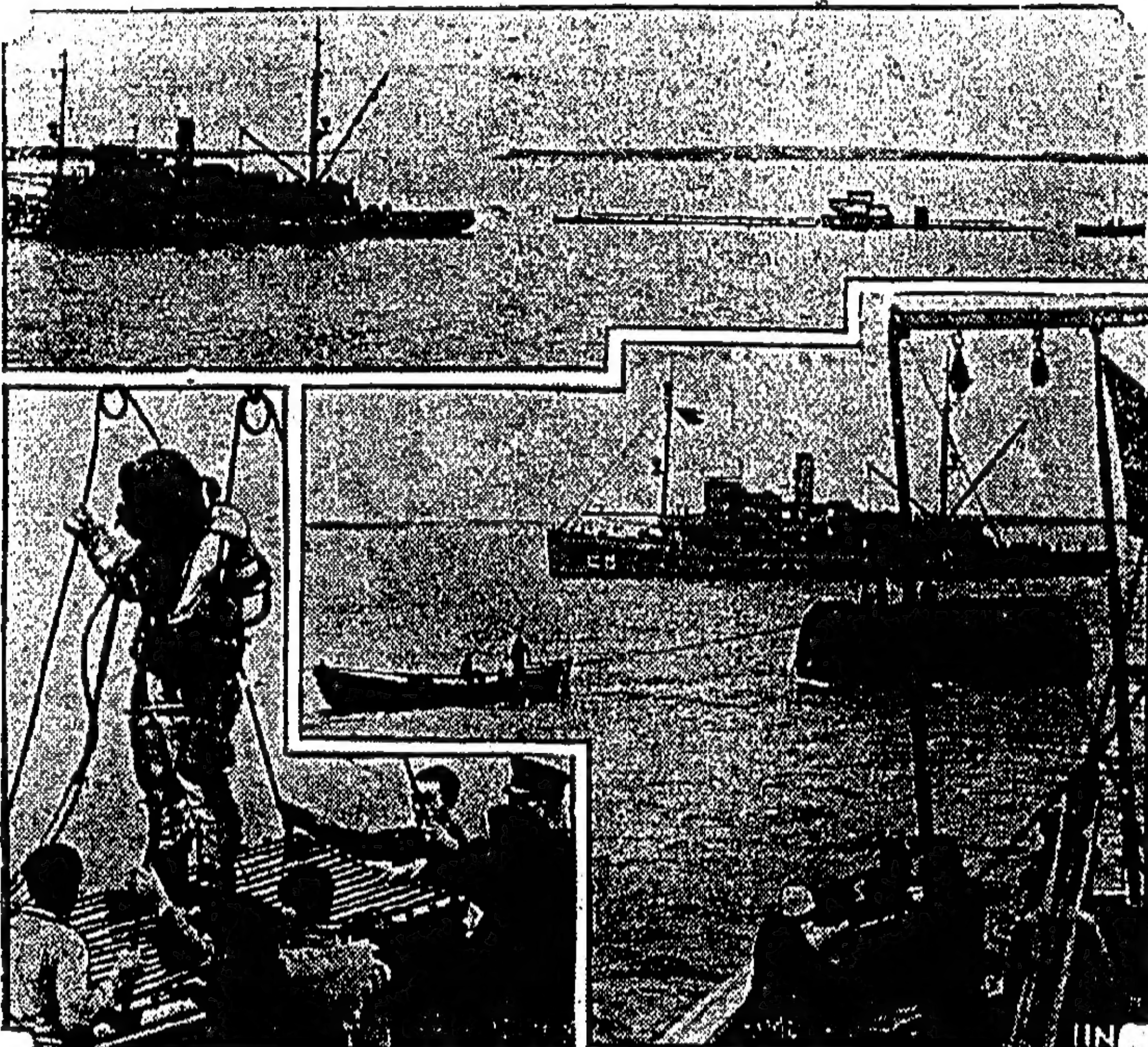
THE TRIAL RUN

The s.s. "Sui Tai," which was gutted by fire some time ago while at her wharf at Wing Lok Street, has been re-conditioned at the Kowloon Docks. After her trials which will be run to-morrow, the vessel will resume service to Macao.

Mr. R. Stewart, formerly mate of the s.s. "Taishan" will go as master of the s.s. "Sui Tai," with Mr. J. Keene, formerly 2nd officer of the "Kinshan," as Chief Officer. Mr. T. V. Harmon will resume his post as chief engineer of the "Sui Tai."

Mr. Lake formerly 2nd officer of the s.s. "Lungshan" will go as chief officer to the s.s. "Taishan," and Mr. Spence, formerly of the s.s. "Charles Hardouin" will go as 2nd officer of the "Lungshan." Mr. De La Sala will remain mate of the s.s. "Kinshan" with Mr. McCall, formerly of the s.s. "Kong Ning," second officer.

Mr. G. Best will be mate of the s.s. "Charles Hardouin."

The S-4 Sinks Again—For Safety

The U.S. Submarine S-4, in which 40 officers and men of the U.S. Navy died when the ship lay on the bottom of the sea, is now a "safety laboratory," fitted up solely for the purpose of determining ways and means of saving life. The photo above shows her as she made the first dive in her new role; below, a diver preparing to go down and attach chains; and a view showing pontoons being towed into position for tests.

yet as a Chamber their chief concern was the coal trade, and the whole of the Channel came under the purview of their activities. They expected from the Great Western a great many things, and most important of all, efficiency and economy. It was their duty to assist the Great Western Railway in these matters so far as efficiency was concerned.

The railway company had spent enormous sums since they had had control of the docks in improving those docks and in putting in new sidings, and, jointly with the railway company, the Chamber had had conferences with a view to improving efficiency. As an instance of this he referred to the adoption of the broken shift system with regard to coal loading in place of continuous day shifts.

When they considered the question of economy they had to remember the enormous fall in coal exports in South Wales. Exports from Cardiff in 1927 were 8,000,000 tons less than in 1914, and when they considered the extent to which the Great Western Railway had increased their appliances they would realise that the company had to look round and find means whereby they could economise. The proposal which would be submitted was one which the railway company thought was the best, but the members of the Chamber had to consider whether the railway company were going to economise at the expense of efficiency. If they were, the Chamber could not support them, but if they were not, then the Chamber would have to seriously consider the matter.

Railway's Position

The position of the Great Western Railway Company was placed before the Chamber by Mr. Ben Carpenter, assistant docks manager, who observed that he wanted to remove a misapprehension, and lay by the heels mischievous rumours. "East Dock" would remain open to deal with ordinary business, with the exception that the facilities for the shipment of coal would not be as great as hitherto. There was no ulterior motive behind the company's action, while the trial run was

Sir William Seager thought they should take the broad view, and as business men support the railway company in every way to economise. He considered, however, that the burden should be spread over as large a number of men as possible. The interests of the G.W.R. and of the Chamber were identical, and he wanted an assurance from Mr. Carpenter that the facilities provided would be available in the event of trade coming back. In that event he would move that they co-operate with the G.W.R. in every way in their power to reduce the enormous cost of dealing with traffic, as he felt it would be to the ultimate benefit of all.

Mr. John Powell seconded the motion, but regretted that the G.W.R. had found it necessary to take such a step. He felt, however, they were dealing with the matter as a business proposition, and he was quite sure that they were not foolish enough to foul their own nest. Mr. Powell pointed out that the co-operation of the Chamber "must be subject to the Great Western Railway Co.'s undertaking in regard to the provision of necessary appliances for dealing with 20-ton waggons, and their assurance that appliances withdrawn from service could and would be brought into commission within two days immediately trade required it.

Mr. Carpenter, in reply, gave an assurance to Sir William Seager that in the interests of the railway company they would be able to put their appliances into operation within two days if necessary. They did not intend to scrap them at all, and they would watch the future very carefully.

Eventually Sir William Seager's proposition was adopted.

SCOTS GUARDS HERE

H.M.'s transport "City of Marseilles" arrived here from Shanghai this morning. The 2nd Battalion of the Scots Guards, who were stationed in Hong Kong on arrival out here, prior to transfer to Shanghai last year, are on board, bound for home.

ADMIRAL RETURNS

H.M.S. "Kent," flagship of H.E. the Commander-in-Chief, China, Vice-Admiral Sir Reginald Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., was expected to arrive here this afternoon from Kuda, on return from a southern cruise.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benrackle" are reminded to take delivery of their goods which will be subject to rent after Jan. 28.

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 The utmost in speed and comfort.

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S.S. "EMPRESS OF FRANCE"

FEBRUARY 13th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

JANUARY.

SAT. 26th THURS. 31st

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MON. 28th JANUARY.

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UNITED KINGDOM & CONTINENT **ELLERMAN LINE**

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"CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg 9th March.

S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg 9th April.

S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 8th May.

NEW YORK, BOSTON, & BALTIMORE **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF GUILDFORD" 22nd March.

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S.S. "MYRTLEBANK" via Suez Canal 15th February.

S.S. "ELMBANK" via Suez Canal 28th February.

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S.S. "TINHOW" 20th April.

Leading ports: Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*ALIPORE	5,273	31st Jan.	Straits, Colombo & Bombay.
*MORSA	10,953	2nd Feb.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	7th Feb.	Straits, Colombo & Bombay.
*KASHGAR	9,905	16th Feb.	Marseilles, C'blanca, L'don & Hull.
*MACEDONIA	11,120	2nd Mar.	Marseilles & London.
*PADUA	5,907	9th Mar.	Hamburg.
KHIVA	9,135	16th Mar.	Marseilles, London & Hull.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Redifail Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIP	Tons	From Hong Kong About	Destination
SHIRALA	7,841	27th Jan.	Straits, Rangoon & Calcutta.
SANTHIA	7,784	31st Jan.	Singapore, Penang & Calcutta.
TILAWA	10,906	7th Feb.	Singapore, Penang & Calcutta.
TAKLIWA	7,850	12th Feb.	Singapore, Penang & Calcutta.
TAKADA	5,049	23rd Feb.	Singapore, Penang & Calcutta.
TALAMBA	3,013	7th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Mar.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

SHIP	Tons	From Hong Kong About	Destination
*ARAFURA	6,000	1st Feb.	Manila, Sandakan, Thursday Island.
TANDA	4,050	1st Mar.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	30th Mar.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	31st May	Townsville, Brisbane, Sydney & Melbourne.
TANDA	4,050	31st May	Townsville, Brisbane, Sydney & Melbourne.

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kōbe, Yokohama, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
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The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SHIP	Tons	From Hong Kong About	Destination
*PADUA	5,907	29th Jan.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	9,949	31st Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
MACEDONIA	11,120	1st Feb.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,966	5th Feb.	Amoy, Moji, Kobe, Osaka & Yokohama.
KHIVA	9,135	8th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	12th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
MALWA	10,986	1st Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	4th Mar.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th Mar.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	8th Mar.	Shanghai, Moji, Kobe & Osaka.
SANTHIA	7,784	15th Mar.	Amoy, Moji, Kobe, Y'ham & Osaka.
NALDERA	16,988	16th Mar.	Shanghai, Kobe & Yokohama.
KARMALA	9,128	22nd Mar.	Shanghai, Moji, Kobe & Yokohama.
LAHORE	5,282	25th Mar.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

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Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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SAILINGS FROM HONG KONG.

S.S. "AUTOLYCHUS" Via Suez Canal 8th February

S.S. "CITY OF GUILDFORD" Via Suez Canal 22nd March

S.S. "LAOMEDON" Via Suez Canal 5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

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DOCKING ACCIDENT

QUESTION OF SURGING ROPES

A-SEQUEL

One of those rare accidents in docking a steamer came for assignment of liability before the Lord Chief Justice and a special jury, in the King's Bench Division, in the case of the steamer "Tern." A rope broke and wrapped round the legs of a lock foreman of the Port of London Authority, who was engaged on shore in docking the vessel. He was picked up unconscious suffering from fracture of the skull.

Three points were in contest. It was suggested that the ship's rope, which broke, was inadequate; that it was not surged, and that an order was given by the assistant dockmaster to surge the ropes, and was ignored. Two of the crew, who were taking the dock-master's orders, both declared that there was no order to surge the ropes generally, and no order to surge the ship's rope in particular.

The action was brought by the lock foreman Mr. James McNeill, to claim damages from the General Steam Navigation Co., Ltd., the owners of the "Tern."

For the lock foreman, Mr. H. du Parc, K.C., appeared, with Mr. R. J. Simey instructed by Messrs. Eliott, Torr and Co.; and for the General Steam Navigation Co. Mr. A. Neilson, K.C., and Lord Erlegh, instructed by Messrs. Bottrell and Roche.

Mr. du Parc explained that the accident occurred a year ago, on September 4, when the "Tern" was being docked at St. Katherine's Dock. A ship's rope had been made fast to a bollard ashore, and it was while her head was being brought round that that rope snapped. It twisted round the legs of the plaintiff, threw him, and he was taken to the London Hospital. The allegation was that an undue strain was placed on the rope by not swinging it out sufficiently, and that the servants of the Navigation Co. were negligent, moreover, in not employing a rope sufficiently strong.

In the witness-box, McNeill explained that there were two ropes, one of which was a shore rope, and that was surged, in obedience to an order, "surge the ropes," given by the dockmaster, but the other was not, and those facts threw a heavy strain upon it.

The assistant dockmaster, Captain William Lawrenson, stated that, after he gave the order "surge the ropes," the ship's rope was not surged sufficiently. The point at which it broke was on the fair lead near the bow of the vessel.

The master of the "Tern," Captain William Alexander Sargent, said the crew were taking orders from the dockmaster through the chief officer, and himself was in command. He heard no order from the dockmaster to surge rope. The situation was that the shore rope was slack, and the ship's rope was at stretch.

A seaman on the vessel gave the dockmaster's order in the form, "hold on the ropes," and said that at that moment he noticed that the shore rope was quite slack. Then the ship's rope "went."

Evidence as to the good quality of the ship's rope having been given by Mr. William Henry Gulliver, manager of Messrs. David Kirkcaldy and Sons, testing and experimental engineers, the jury found for the defendants, with costs.

Mr. Gulliver's testimony was that the rope was an ordinary six-inch manilla, and that it was of fair average quality. It had been put through tests.

The Lord Chief Justice said that judgment would be entered for the General Steam Navigation Co.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kaulung tidal observatory under the direction of Dr. Doreber during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

Jan. 18 to 24, 1929.

DATE	HIGH WATER		LOWER WATER	
	Standard Time	Ht. Standard Time	Standard Time	Ht. Standard Time
Fri. 18	1.48	5.9	5.08	2.5
Sat. 19	3.16	5.1	9.44	2.5
Sun. 20	5.10	5.2	10.41	2.7
Mon. 21	6.44	5.9	11.04	3.1
Tue. 22	7.44	6.4	10.29	3.1
Wed. 23	8.44	7.4	11.34	3.4
Thurs. 24	9.44	8.4	12.34	3.7
Fri. 25	10.44	9.4	1.34	3.4
Sat. 26	11.44	10.4	2.34	3.1
Sun. 27	12.44	11.4	3.34	2.7
Mon. 28	1.44	12.4	4.34	2.5
Tue. 29	2.44	1.4	5.34	2.5
Wed. 30	3.44	2.4	6.34	2.7
Thurs. 31	4.44	3.4	7.34	3.1

PASSENGER LIST.

DEPARTURES.

Passengers left by the s.s. "Empress of Asia" yesterday were:—

Mr. J. Avenol, Mr. C. H. Bau, Mr. A. Bihong, Miss L. Bailey, Mrs. S. Berg, Mr. A. Broom, Miss M. Bell, Mrs. L. B. Bremner, Mr. H. Bonnet, Mr. Chan Sang, Mr. Chang Fu-lung, Mr. Chow Ting-suen, Mr. Chow Suen, Mr. Cheung Chuk-nong, Mr. Chan To-sang, Mr. and Mrs. Chow Ting-ching, Miss R. Cole, Miss S. L. Clarke, Miss P. Y. Chu, Mr. Chan Sik-dun, Mr. P. Drummond, Mrs. Fan Sze, Mr. and Mrs. Foong Feng-chi and family, Mr. C. Falkiner, Mr. A. A. Grizoff, Mr. A. Giovanoli, Mrs. M. I. Grant, Dr. L. E. Gilbert, Mr. Ho Shun-yea, Mr. Wm. Heugan, Mr. C. E. Horsemann, Miss A. Jorgensen, Miss H. Jauny, Mr. Koo Tau-nam, Mr. D. Kime, Mr. Kong Tung-haw, Mr. Kan York-kai, Mr. T. Khamtomai, Mr. S. K. Lo, Mr. Leong Puk-kin, Mrs. H. S. Law and infant, Master Law Lai, Mrs. B. H. Lloyd, Master J. Lloyd, Mr. Lee Yook-mun, Mr. Law Mai-sang, Mr. T. C. Lee, Mrs. Y. M. Lim and infant, Miss Y. T. Ling, Miss E. Lee, Mr. F. H. Lowe, Mrs. M. McGuire, Master J. McGuire, Miss J. McGuire, Mr. D. R. Mahajan, Mr. C. E. Meyer, Miss K. G. Mayne, Mrs. C. J. Nathan, Mr. Ng Ka-jung, Mr. and Mrs. Pang Yin-chen, Mrs. Pang Chee-wan, Mr. G. Y. T. Quoy, Mr. Sum Chung-hang, Mr. T. P. Russell, Mr. P. P. Semsem, Mr. and Mrs. E. D. Shaw, Mrs. P. Sung and infant, Mr. Soo Seng-wan, Mr. I. T. Shi, Mr. R. Synes, Miss G. Sayer, Mr. Siu Yin-wo, Mr. Soo Ting-cheung, Mrs. T. C. Soo, Deaconess K. S. Shaw, Mr. S. C. Tang, Mr. Ting He-ue, Major A. M. Thompson, Mr. Wang Lok-ting, Mrs. S. Y. T. Wong, Mr. R. W. Wedderburn, Miss Woo Mok-lan, Mr. Wong Wan-yu, Mr. Woo Tze-hai, Sir Gedrick and Lady Whyte, Mrs. L. Waddell, Mr. Won Sao-fong, Mr. T. P. Wong, Mr. Yee Tick-hone, Mr. Yeh Chong-yoch, Mr. Yuen Kum-suen, Mr. Yu Cho-yum, Mr. Yaw Goo-soon, and Mr. Z. Y. Zia.

Passengers departed from Hong Kong for the United Kingdom via Singapore by the s.s. "Aeneas" yesterday were:—

Mr. and Mrs. W. Wackinson, Mrs. H. Middleton, Master H. A. Middleton, Mrs. E. A. Thomson, Miss E. Brown, Mrs. K. Rocks, Mrs. E. M. Martin and infant, Mrs. F. Nor-mington, Mr. H. J. Doyle, Mr. H. A. Brown, Mrs. G. C. Kitching, Mr. J. D. McLeod, Mr. Lai Yat-che, Mr. R. E. Francis, Mr. C. D. Belton, Mrs. Van Ess, Mr. A. J. Hughes, Mrs. R. W. Struthers, Mr. and Mrs. Perrin, Miss Perrin, Mrs. Harrison, Miss Harrison, Mr. G. P. V. Morgan, Mrs. L. Smith, Mr. E. W. Carter, Miss N. E. Dawson, Mr. and Mrs. Farquharson, Master J. G. N. Farquharson, Master P. W. M. Farquharson, Mrs. M. B. Hewett, Miss D. House, Master House, Mrs. M. B. Julian, Miss C. S. Julian, Mrs. Michael, Mr. and Mrs. L. H. Peichey and infant, Mrs. C. T. Tod, Master H. Tod, Miss M. Tod, Mr. and Mrs. E. Wilkinson, Miss A. Wilkinson, and Master C. Wilkinson.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on Jan. 9, left Yokohama on Friday at 3 p.m., and is due at Vancouver on Saturday.

The P. & O. s.s. "Padua" left Singapore for this port on Monday at 2 p.m., and is due here on Jan. 28 at about 6 a.m.

The Dollar-round-the-world liner "President Hayes" is due here at 7 a.m. on Saturday. She will sail on Sunday, at 8 a.m. for Mediterranean ports and New York, via Manila, Straits, etc.

The American Mail liner "President Grant" leaves Manila on Saturday, at 4 p.m. and will arrive in Hong Kong on Monday, at 7 a.m. This steamer will leave on Tuesday, at noon for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu.

The Dollar liner "President Lincoln" will arrive at Shanghai on Friday. She will leave that port on Saturday and arrive here on Monday afternoon, sailing for Manila on Tuesday at 6 p.m.

The M.V. "Nippon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Dec. 24, and is due here on or about Jan. 31.

The C.P.S. R.M.S. "Empress of Australia" leaves Colombo today at 6 p.m., and is due at Hong Kong on Feb. 13 at a.m.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—

Arrivals at Hong Kong:
S.S. "City of Peking" from Europe, January 27.
S.S. "Polaris" from New York, Feb. 1.
S.S. "City of Kharoum" from Europe, Feb. 24.
S.S. "City of Guilford" from New York, March 2.

S.S. "Roseric" from New York, March 2.
Sailings from Hong Kong:
S.S. "City of Peking," Shanghai and Japan ports, Jan. 28.
S.S. "Polaris," Saigon, Feb. 3.
S.S. "City of Madras," London, Rotterdam and Hamburg, Feb. 9.
S.S. "Myrtlebank," Boston, New York and Baltimore, Feb. 15.
S.S. "City of Kharoum," Shanghai and Japan ports, Feb. 25.
S.S. "City of Guilford," Shanghai, March 8.
S.S. "Roseric," Shanghai and Japan, March 8.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', LONDON, STRAITS AND PHILIPPINES

THE Steamship "BENVRACKIE"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 9th February, 1929, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 18th January 1929.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, ANTWERP, LONDON & STRAITS.

THE Steamship "BENVALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 7th February, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 17th Jan., 1929.

President Liner

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Pres. Grant Jan. 29th at Noon
Pres. Cleveland Feb. 12th
Pres. Pierce Feb. 26th
Pres. Taft Mar. 12th

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The Short, Straight Route to America
Fortnightly sailings on Tuesdays

Pres. Lincoln Feb. 5th
Pres. Madison Feb. 19th
Pres. Jackson Mar. 5th
Pres. McKinley Mar. 19th

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Pres. Hayes Jan. 27th 8 a.m.
Pres. Polk Feb. 10th 8 a.m.
Pres. Adams Feb. 24th 8 a.m.

Pres. Garfield Mar. 10th 8 a.m.
Pres. Johnson Mar. 24th 8 a.m.
Pres. Monroe Apr. 7th 8 a.m.

To Manila:
Pres. Lincoln Jan. 29th 6 p.m.
Pres. Cleveland Feb. 2nd 6 p.m.
Pres. Madison Feb. 12th 6 p.m.

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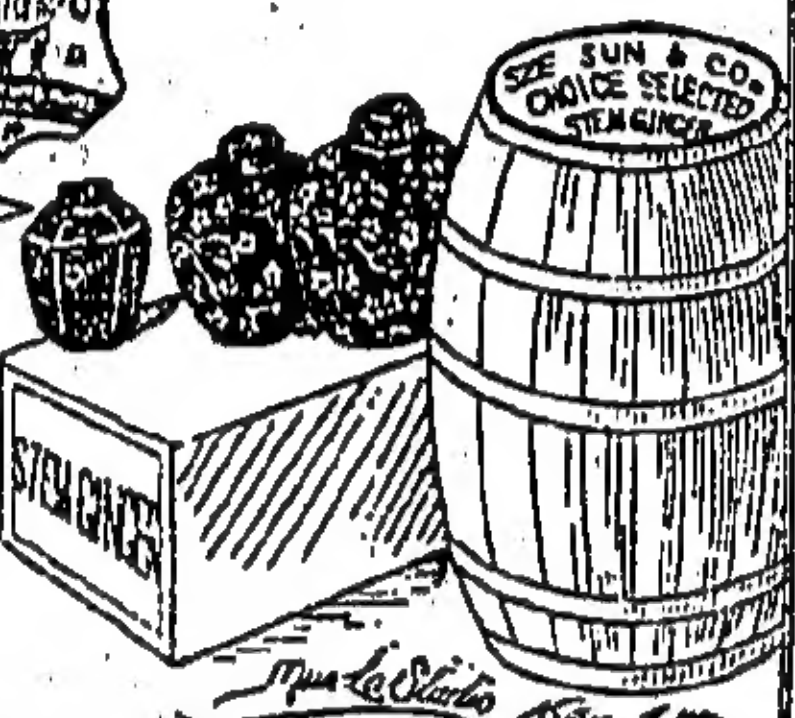


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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:—
Office Central 22.
Editorial Central 441.
Cable Address: Mail, Hongkong.

All communications should be addressed to the Newspaper Enterprise, Ltd. to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London), Ltd., 26-28, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, Jan. 24, 1929.

BRITISH OUT-OF-WORKS

The public of Hong Kong reads in the local Press from time to time a summary of the unemployment situation in Britain. Here are met figures which run into hundreds of thousands. And if anyone happens to mention the unemployment situation in Hong Kong—among Europeans, that is, and particularly among Britons—the subject is invariably dismissed with a shrug or the remark that, compared with the position at home, Hong Kong is most fortunately placed. Comparatively, this is true. The Colony, nevertheless, possesses its unemployment problem in a greater degree than is generally realised. Of its existence there are indications that cannot be ignored. Every day—and all day—for instance, on the corners of Pedder-street which intersect the wide roads leading east and west, small crowds of out-of-work Britons may be seen; every now and then a British subject is brought up at the Magistracy as a vagrant and committed to the House of Detention; the public bars of the various hotels know many of them; the Chinese grog shops and waterside boarding houses know others. Officials of the Home Office, Benevolent Society, are acquainted with certain others; even Roman Catholic priests, the Chinese and the

persuasion. All Britons, all out of work; none, or very few, however willing, are able to find work. This state of affairs, of course, is not a desirable one, having regard to the fact that this is a British Colony. We never hear of an American citizen, or a Japanese citizen or a French citizen, for instance, remaining unemployed in Hong Kong over a length of time. The Consular authorities of these nationals, and others, ensure that their unfortunates are repatriated; with the authorities it is a matter of national honour to keep the Colony free from men without definite means of support. And so, we submit, it should be with the British authorities. These street-corner loafers constitute no fitting advertisement for Hong Kong as a British possession, and there is no reason why we should not be as proud of our prestige as is any other foreign Power. It is, we have observed, mighty easy for a Briton to lose his employment in this Colony. Whilst some of the honours, notably the larger ones, possess provident funds, etc., for the safeguarding of their employees' interests and treat those whose services have to be dispensed with in a fair and sometimes generous manner, there are other employers who, if times become hard or for other reasons, have no hesitation in casting off an employee at little notice without making any honourable return for services faithfully rendered.

The solution of the problem, is for the police to round up these unfortunate men, and the circumstances of every case should receive full investigation. Where it is found that a man has been thrown out of work through no fault of his own efforts, should be made to get him another job. As for the other out-of-work of British nationality whose present plight is the result of their own sins of omission or commission, these, we say, should be returned from whence they came without delay.

The "Shafores" (Parliament) would be noted had no sooner reassembled on Monday, than the inevitable question of unemployment was raised. It was a subject which had been discussed in the House of Commons on December 19, 1928, and on January 10, 1929. The figures were 60,000 and 65,000 respectively.

members of the Opposition wanted to know very particularly was how long the Shanghai Defence Force was to be allowed to remain in China. They must, of course, have known that in no conceivable circumstances would the Defence Force remain in the Far East a day longer than is absolutely necessary; yet they put the familiar query—and they received the customary reply. It is possible, of course, that certain members of the Labour Party delude themselves into believing that the Defence Force might easily be called upon to evacuate Shanghai and would be allowed to do so if only the War Office would take a "reasonable" view of the situation in China. The Labourites apparently imagine that they are more familiar with the "true situation" than is the War Office. Had they had their wish realised there would have been no Defence Force sent, and the disaster that might very easily have attended such a short-sighted policy would not have occurred to them until it had actually happened. Luckily, wiser counsels prevailed at the War Office, and the Government, to their lasting credit, did not hesitate to go to the assistance of their countrymen in Shanghai and elsewhere in China. That the Force also proved of inestimable value to other foreigners in Shanghai and elsewhere there is plenty of evidence to show. The need for their continuance in these parts is, happily, not now so imperative; but the decision for their complete withdrawal is for the War Office to determine—and the War Office alone.

The perils of spiritual leadership have included constant misrepresentation of motive and action through ignorance and superstition. The universal law governing and impelling the evolution of ideas and their embodiment for practical human usage places upon everyone who bears the burden of spiritual discovery the responsibility of preserving the new idea brought forth into view through the travail of birth on the mental plane.—J.V.D.

Seventeen cases of small-pox, all Chinese, were reported yesterday.

Mr. Wm. Anderson, local secretary of the Trinity College of Music, London, advertises details concerning entries for the next examinations.

Chun Tak-chan was found "not guilty" at the Criminal Sessions yesterday of armed robbery and discharged. Mr. Justice Jacks ordering an inquiry to be made into prisoner's allegations of ill-treatment on the part of police officers.

On information given by Tee Yu-shueing, partner in the Yu Shing Import and Export firm, No. 85, Des Voeux-road West, a warrant has been issued for the arrest of Yeung Fook-wan, manager of the firm, who is alleged to have embezzled the sum of \$40,000, the property of the firm, and absconded with the money earlier in the week.

The Hospital Comforts Committee which, as announced in "China Mail" yesterday, has been disbanded, comprised, it is interesting to note:—H.E. the Governor (Sir Cecil Clementi, K.C.M.G., Kt. of Grace, Order of St. John), as President, and the following members:—Mr. E. Ralphs (Assistant Commissioner, St. John Ambulance Brigade), Chairman; Surgeon-Captain H. J. Chater, R.N. (Royal Naval Hospital) to April 3, 1928; Surgeon-Captain W. W. Keir, R.N. (Royal Naval Hospital) from April 4, 1928; Lady Clementi, M.B.E., Officer, Order of St. John of Jerusalem; The Rev. W. T. Featherstone, M.A.; Mr. Ho-Kong-tong, O.B.E., Kt. of Grace, Order of St. John (St. John Ambulance Brigade); Hon. Dr. Kotewall, C.M.G.; Lt.-Col. Boylan Smith, D.S.O., O.B.E., R.A.M.C., to November 15, 1927; Lt. Colonel J. S. Bostock, C.B.E., R.A.M.C., from November 17, 1927; Mrs. W. T. Southern; Sir Eric Stuart Taylor, M.D.; Mr. Ho Kwong, Hon. Treasurer to April 5, 1928, resigned April 5, 1928; Mr. A. Morris (District Supt. St. John Ambulance Brigade), Hon. Secretary and Hon. Treasurer from April 6, 1928.

COST OF LIVING

The "Ministry of Labour Gazette" states that on December 1, in England the average level of retail prices, including food, rent, clothing, fuel, and light, was approximately 85 per cent above that of July 1914. The average level of retail prices, including food, rent, clothing, fuel, and light, was approximately 85 per cent above that of July 1914.

ELECTROCUTED WHILE CHANGING A WIRELESS AERIAL

HUSBAND AND WIFE KILLED

A man and his wife were electrocuted recently at Tontag, Pontypridd. Glamorgan, through a wireless aerial breaking and coming in contact with an electric light cable.

Mr. Oswald Morris, aged 32, a collier, was changing the aerial from the front to the back of his house, when it snapped and fell on the cable, which carried 230 volts.

Morris was struck down, and his wife, who ran to his help, also came in contact with the current and fell across his body.

Their son, aged 16, went to their assistance, and also received a shock.

MUSICAL COMEDY

COYNE CO. ENTERTAINING GOOD HOUSES

There was a change of programme at the Star Theatre, Kowloon, last night, when the talented Coyne Musical Co. presented a lively show entitled "Blue Birds." It comprised several highly diverting items, all of which were very much enjoyed. Paula Lorraine sang very sweetly, the Dutch dancing in costume was clever, Sidney Burl as "Fernando the Fake" was excellent, and the sketch "Listening In" evoked hearty laughter. There were many other very enjoyable items, and the whole made for a jolly evening.

The entertainment is clever, clean, artistic and well worth seeing. The "Blue Birds" programme will be repeated to-night.

A DUKE'S TROPHIES

GOODWOOD RACING CUPS TO BE SOLD

Racing trophies won by Dukes of Richmond and Gordon at Goodwood are to be sold this month by Messrs. Robinson and Fisher at their rooms in King-street, St. James's.

Among these trophies are the Goodwood Cups which the then duke won in 1852 and in 1859; the Stewards' Cup, which was won by the duke's Yorkshire Lady in 1843, the Goodwood Stakes Cup won in 1845 by Miss Ellis, and the Orleans Cup, which Mus won for the duke in 1841.

The 1859 Goodwood Cup is a massive cistern of gilt and silver, weighing 330oz. The most beautiful piece of work is the Orleans Cup, which was presented by the Duke of Orleans. The design of the trophy represents a scene at a tilting tournament.

The Stewards' trophy won in 1848 represents Mazeppa bound to a wild horse, being pursued by wolves.

A silver-gilt tea service of Greek design, and a two-handled cup made in the time of William and Mary are among a number of other lots to be sold at the same time.

OLD AT SIXTY?

JUDGE'S DIVERGENT VIEWS

Three judges sitting in different courts at the Old Bailey one day last month expressed their views on the problem as to whether a person is old at 60.

The Recorder, Sir Ernest Wild, K.C., will be 60 this month. In sentencing a man of 62 to three years' penal servitude and five years' preventive detention, he remarked: "You are not an old man, you know."

Sir Henry, Dickens, K.C., the Common Sergeant, who will be 80 in January, when told a woman was 63, observed: "Quite a young woman."

Judge Atherton-Jones, K.C., who is 77, said to a man in the sixties: "As you are an old man I shall not send you to penal servitude."

SUICIDAL CYCLING

MAGISTRATE & MAN WITH NO REAR LIGHT

A charge of riding a cycle without lights or red rear reflector was made at Wimbledon against Cecil Robert Denning, of Clommore-street, Southfields.

The police stated that the fact that Denning had no lights or reflector caused an accident in which he and two motor cars were involved. The driver of one car was thrown over the windscreen and the driver of the other was injured and a woman badly hurt. Mr. Denning, chairman of the Wimbledon Cycling Club, was fined £5 and costs £2.

P'RAPS P'RAPS NOT

"How did you like Venice?" "Only stayed a few days, the confounded place was flooded."

Clarence: "We had a mind-reader at our house last night." Clara: "Poor chap, he must have been bored."

He was showing her through the locomotive works.

"What's that big thing over there?" she said.

"That's a locomotive boiler."

"Why do they boil the locomotive?"

"To make the locomotive tender," he replied.

A country couple went to a manse to get married. After the ceremony the bridegroom called the minister aside, and whispered confidentially in his ear: "I'm awfu' sorry I canna pay ye as muckle as I would like to, sir, but if ye take me doon to your cellar I'll show ye hoo to fix up your gameter so that it winna register!"

It was a village cricket match, and a stranger had been persuaded to act as umpire.

"There's nothing in it," he was told "If you are asked, just give your honest opinion."

Presently the wicket-keeper did a brilliant bit of stumping.

"How's that?" he cried.

"Pon my soul, it's marvelous!" replied the umpire.

In the Christmas amateur theatricals Jones had been given a part, thus achieving his life ambition. On looking at the author's description of the character he read: "A phlegmatic man of 40."

"What is a phlegmatic man?" he asked the producer.

Looking at him for a while, the producer answered, "Well, I should say the kind of fellow who asks his bride what she would like to read on her honeymoon."

The two enthusiastic footballers were discussing their Saturday's games. "How did your match go off with the Mudtown Howlers?" asked Dick.

"Oh, we had a new centre-forward—and he made a proper mess of things!" replied Tom, the other.

"But," said Dick, surprised, "I know that chap—a fine player, never known to foul!"

"Oh, he may be," said Tom.

"But he's got into hot water for handling."

"But he never touched the ball, he tells me!"

"Oh, it wasn't the ball he handled—it was the referee!" came the reply.

The trial had been a prolonged one, with legal "stars" fighting cleverly for each side. When the jury had given their verdict, and sentence had been passed, the great judge astonished everybody by expressing a wish to see the chief witness for the prosecution again. Word was passed along that Mr. Timothy Tommerson was wanted, and presently a little, harassed-looking man with watery eyes and carefully tended clothes stood once more in the witness-box.

"I wish to compliment you," beamed the judge, "on the excellent manner in which you answered all the questions fired at you by the learned counsel. For over two hours you met the most involved questions without a tremor, producing an answer at once to every forensic arrow volleyed at you! It was really remarkable, the way in which you met all their complicated queries!"

"My lord," replied the harassed-looking little man, "I am the father of three small boys, aged four, six, and eight, and—"

Then the great judge understood.

FROM NAVY TO ARMY

RARE INSTANCE OF CHANGE OF SERVICE

In a recent issue of the "London Gazette" the rare instance of an officer relinquishing his commission in the Navy in order to transfer to the Army is given. It is announced that Mr. Edmund Glen Browne late sub-lieutenant R.N., is now a 2nd lieutenant of the Royal Artillery.

The most famous instance of this kind is that of the late Sir Evelyn Wood, V.C., who before he entered the 17th Lancers, was a midshipman. Many naval officers have achieved fame in civil life, notably Sir Fitzroy Kelly, who became the greatest barrister of his day. Mr. Pamphure Gordon, who was head of a great stockbroking firm, was on the quarter-deck before he entered the Stock Exchange. The same may be said of the Rev. Canon Gurnea, who became a famous preacher in the Anglican Church.

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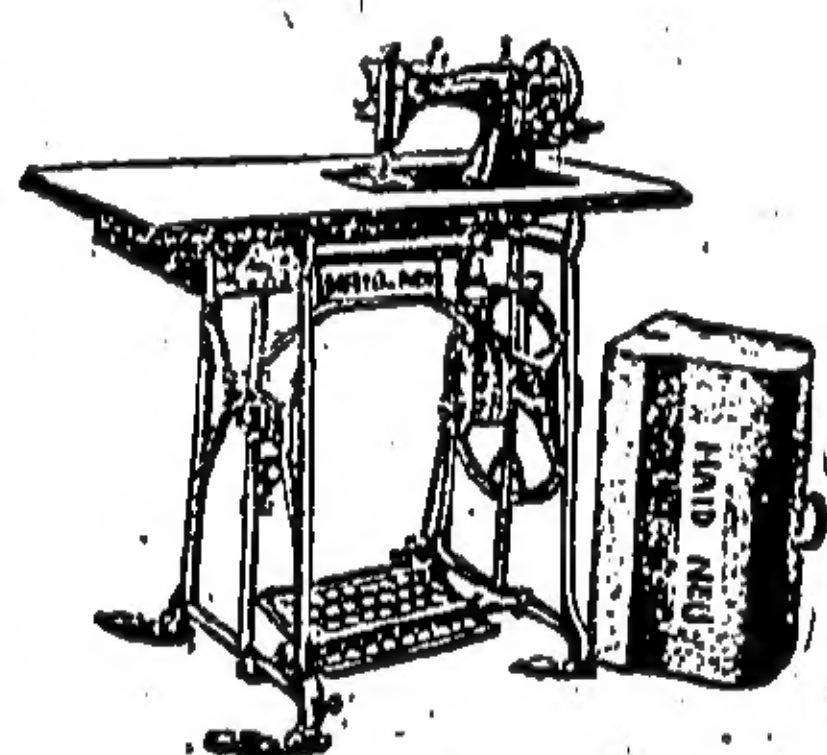
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MEDICINE

THE POINTS OF THE PROFESSION

A REVIEW

[Continued from Yesterday]

Additional degrees and diplomas are important factors in securing election to the visiting staff of a large hospital, and a few remarks about them may be made here. Beyond the qualifications, such as Bachelor or Licentiate, which admit to the "Medical Register," most of the licensing bodies bestow higher titles, such as Doctor, Master, or Fellow, after further tests. A considerable number of those who have graduated M.B., including many general practitioners, proceed later to the doctorate, and the possession of an M.D. degree is certainly advantageous to anyone in consulting medical practice. When applying for the post of physician to a hospital it is always useful, and may be obligatory, to hold also the Membership of one of the three Royal Colleges of Physicians, according to the part of the British Isles in which the hospital is situated. So, too, the Fellowship of one of the three Royal Colleges of Surgeons should be obtained by those seeking surgical appointments, and the degree of Master of Surgery is an added distinction. There are also diplomas in a growing number of special branches of work—such as public health, tropical medicine, ophthalmology, laryngology, radiology, tuberculosis, and psychological medicine—which are superfluous for most practitioners, but useful or even indispensable for those who intend to devote themselves to one or other of these subjects. It should perhaps be noted here that of the many diplomas in special subjects granted by licensing bodies only those in public health, sanitary science, and State medicine are at present admissible for entry in the official "Medical Register," though other special diplomas may, of course, be included among the particulars of qualification in the "Medical Directory," published by Messrs. J. and A. Churchill.

A comparatively new feature of medical life, more especially seen in the larger industrial towns of the North of England, is the presence of a growing number of general practitioner specialists, who combine ordinary panel practice with much surgical or other special work in well-equipped local hospitals which admit patients in different categories according to their means. Though the fees are small compared with those earned by operating surgeons and specialists in London, the work is by no means unremunerative, and it adds a great deal to the interest of the daily round.

Financial and Social Aspects

The pecuniary disadvantages of medicine as a profession are the long and costly training, the time of waiting after qualification before the practitioner can count upon an adequate income, and the heavy working expenses in proportion to his gross earnings. On the other hand, the medical profession affords a fairly certain means of livelihood, with unrivalled opportunities for the exercise of the highest intellectual powers in the service of others. The counterpart of the briefless barrister is practically unknown in medicine. But while no doctor who is willing and able to work need starve, it should be clearly grasped by all who think of adopting it as a career that medicine is a path to fortune only for the few, and anyone who enters it with the sole idea of making money has mistaken his calling. The distinguishing feature of a liberal profession in contrast with a trade is that it is followed more for the general good than for individual profit; the main reward of the medical life is the knowledge of good work well done. Whatever the branch of medical work chosen, there are few doctors who become what a business man would consider even moderately rich by the practice of their profession. Yet, if medicine, from the financial point of view, offers to the majority little more than the means of livelihood, in its social and intellectual aspects the prospect is far brighter. The practitioner's lot is unlike that of many whose common business gives little scope to the higher faculties of the mind; for it is his duty and his privilege to live in, and by, the constant exercise of his intellectual powers. Moreover, the culture which once belonged to the physician alone has spread into all ranks of the profession. The steady improvement in the education, general as well as technical, of the practitioner has added much to his influence with the public, and has been a large factor in raising his social status. During the seventy years that have passed since the General Medical Council was constituted

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On demand	124 1/2
Credit, 4 months' sight	131 1/2
On Berlin—	
On demand	—
On New York—	
On demand	48 1/2
Credit, 60 days' sight	50 1/4
On Bombay—	
Wire	133
On demand	133
On Calcutta—	
Wire	133
On demand	133
On Singapore—	
On demand	86 1/2
On Manila—	
On demand	97 1/4
On Shanghai—	
On demand	78 1/2
30 day's sight (private paper)	—
On Yokohama—	
On demand	106 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	26 1/16
Bar Silver in Hong Kong	2 1/4 Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30 1/4% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.10
New York	4.84 31/32
Brussels	34.91
Geneva	25.22
Amsterdam	12.09 1/4
Milan	92.70
Berlin	20.40 1/2
Stockholm	18.14
Copenhagen	18.18
Oslo	18.19
Vienna	34.63
Prague	183 1/4
Helsingfors	192 1/4
Madrid	29.68 1/2
Lisbon	109 1/4
Athens	37 1/2
Bucharest	80 1/4
Rio	5 29/32
Buenos Aires	47 15/32
Bombay	1/8 1/32
Shanghai	2/6 1/4
Hong Kong	2
Yokohama	1/10 15/32
Silver Spot	26 1/16
Silver Forward	26 3/16

—British Wireless Service.

under the first Medical Act. A family doctor of the kind that is well styled "the backbone of the profession" holds an excellent position among his neighbours, and is the friend and confidant as well as the medical adviser of many of his patients. Many men go further, and take a leading part in the public life of their district. There are conspicuous instances within our knowledge of the good work in this direction that has been accomplished during an arduous professional career. A proof of the special value of a medical training is the way in which it fits men for leadership among their fellows.

Professional Organization

It is a sound rule of conduct that the new practitioner should associate himself as cordially as possible with neighbouring colleagues. The spirit of comradeship, which contributes so much to the value and happiness of undergraduate study, should be preserved, both for its own sake and because in these days no doctor, whatever his position or the nature of his work, can safely stand aside from his fellows. Individuals and isolated groups of practitioners are always handicapped when they attempt to defend their interests against organized bodies, whether these are Government departments, local authorities, or bodies of workmen. In the ordinary course of work the individual doctor is well able to deal with the individual patient and the patient's friends, but he cannot hope to engage successfully in single combat with outside organizations. Apart, however, from such motives of self-interest, every one of us owes a duty to his profession, and the man who holds himself aloof from his brethren falls in the end by so much lessens the power and dignity of medicine. Medical men and women must therefore band themselves together, and the first step after registration should be to become an active member of the British Medical Association. Besides having behind him the machinery and the influence of a world-wide professional body, a young practitioner will find in the meetings of his Local Division, and in the Annual Meetings of the

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Mercantile A. & B. \$34 n
Mercantile C. \$14 1/4 n
P. & O. Bank \$9 1/4 n
Bank of East Asia \$89 b

Insurances
Canton Insurance \$682 1/2 b
Union Insurance \$370 n
North China Insurance \$180 b
Yangtze Insurance \$1850 n
China Underwriters \$2 1/4 s
China Fire Insurance \$280 b
H.K. Fire Insurance \$785 n

Shipping
Douglases \$37 1/2 s
H.K. Steamboats \$27 1/4 s
H.K. Tugs & Lighters \$140 n
Indo-China (Pref.) \$50 b
Indo-China (Def.) \$90 n
Shell Transports \$6/- n
Shell Transports (new) \$3/- n
Union Water-boats \$24 n

Mining
Benguet \$240 b
Kailan Mining Ad. \$70/- n
Langkats (Comb.) \$11 1/4 b
Langkats (Single) \$6 n
Shanghai Explorations \$290 b
Shanghai Loans \$3.10 b
Raub \$5 1/2 n
Tromps Mine \$17/8 n
Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$132 1/2 b
H.K. & W. Docks \$40 1/2 n
China Providents \$5 b 5/20 s
Hongkwa \$164 b
New Engineerings \$76 1/4 n
Shanghai Docks \$108 b

Cotton Mills
Ewo Cottons T12.80 b 13.10 s 13 sa
Oriental Cottons \$22.20 s
Shanghai Cottons (Old) \$165 1/4 b
Shanghai Cottons (New) \$132 b
Lands, Hotels & Buildings
H.K. & S. Hotels \$9 b 9 1/4 s
H.K. Lands \$85 n
Shanghai Lands \$165 b
Humphreys' Estates \$14.80 n
H.K. Realities \$8.45 b 8/70 s
H.K. Territorials —
Prince's Buildings —
Public Utilities
H.K. T'ways \$20.35 b
Peak Trams (old) \$18 s
Peak Trams (new) \$8.30 n
Star Ferries \$73 1/2 s
China Lights (comb.) —
China Lights (old) \$12 b 12 1/4 sa
[12.10 sa]

China Lights (new) —
China Lights 1928 issue —
H.K. Electric (old) \$54 sa
Electric (new) \$52 1/4 n
Macao Electric \$26 1/4 b
H.K. Telephones \$6.90 sa old
[6.80 n new]
China Buses \$11 1/4 b
Singapore Tractions \$11/6 n
Singapore Pref. \$17/6 b 18/3 s
Sandakan Ltd. \$5 n

Industrials
China Sugars \$1 b
Malayan Sugars \$23 1/2 b
Canton Ices \$3 1/2 n
Cements (comb.) \$9.70 b 10 s
Cements (old) \$7.80 n
Cements (new) \$1 1/2 b
H.K. Ropes (old) \$6.90 b
Hong Kong Ropes (new) \$6.85 b
United Asbestos \$5 n

Stores, &c.
Dairy Farms \$21 1/4 s
Watsons \$13.10 b 13.30 s
Der A. Wings \$0 cts. b
Lane, Crawfords \$5.05 n
Mackintoshs \$20 n
Sinceres \$9 1/4 b
Wm. Powells \$3.65 n

Miscellaneous

Hong Kong Amusements \$27 1/4 s
Hong Kong Constructions \$1 1/2 n
B. Ind. G.S. Bonds \$68 1/2 n
H.K. Govt. Loans \$5 s Prem.

Association, held in large medical centres, many opportunities for keeping abreast of new work in medicine and for friendly intercourse with colleagues. One thing that no new graduate should fail to do is to join immediately one of the professional societies which for a small yearly sum undertake individual legal defence of their members. It is sheer folly to put this off, even for a day. The need for protection may arise out of the first case attended in hospital or in private practice. The British Medical Association was founded in 1832 to promote the medical sciences and to maintain the honour and interests of the profession. The Association, with branches throughout the British Empire and a membership of more than 84,000, is the only body that can act for the profession as a whole and speak in its name. The record of nearly six years' work shows that vocational organization, wisely directed, can combine service for its members with service for the public. Much remains to be done in both ways, and those who are now entering the profession must not merely consolidate the ground won, but press forward. Every medical man and woman should try to take a share in some at least of the various movements, committees, or societies of speciality, with which the Association has identified itself.



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Abundant interest is still being displayed at Home in developments in China and in Hong Kong, such being reflected in questions in the House of Commons.

This week's news covers a wide range of variety. Much has occurred. From the point of view of the reading public in other parts of the world, perhaps, the most pleasing is the confirmed report of the capture of men suspected to have taken part in the piracy of the British s.s. "Anking," in which two Britons and a Chinese lost their lives.

All the week's news — "local" and "China" — with pictures, will be found in the "Overland China Mail," the weekly edition of the "China Mail" and the only illustrated weekly budget of news published in Hong Kong.

RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong after holidays at Home and elsewhere. For the first few days one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself no one else can write for you; but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

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"THE OVERLAND CHINA MAIL"

Sport Columns

SCOTTISH CUP—2ND ROUND

ON SATURDAY WEEK

DUNDEE GET THROUGH BY BEATING KING'S PARK

CELTIC AT HOME

London, Yesterday.

Following is the draw for the second round of the Scottish Cup, to be played on February 2:—

Third Lanark v. St. Mirren.
Rangers v. Partick.
Murrayfield v. Arbroath.
Aberdeen v. Queen's Park.
Clyde v. Hamilton.
Bathgate v. Beith or Raith.
Albion Rovers v. Dunkeld or Clackmannan.
Kilmarnock v. Boness.
Breadalbane or Brechin City v. Dundee.
Celtic v. East Stirling.
Cowdenbeath v. Airdrieonians.
Fraserburgh v. Dumbarton.
Queen of South or Inverness Caledonians v. Falkirk.
Stenhousemuir v. Dundee United.
Ayr v. Armadale.
St. Johnstone v. Motherwell.

The Replays

In first round replays yesterday East Stirling beat Alloa 2-1 and King's Park lost to Dundee 1-5.—Reuter.

SOCCER

"INTERPORT TRIAL" TEAM WINS

MORE SUSPENSIONS

An "Interport trial" team, with two substitutes, defeated a Services eleven yesterday by five goals to four. Fung King-cheung, South China, got four for the winners.

Next Trial

The following have been selected to play on Wednesday next in a further trial game:—

Clarke; Wynne and Bishop; Everest, McKelvie and Lam Yuk-ying; Barkham, Fung King-cheung, A. Gosano, Suen Kam-shun and Chan Kwong-lu.

Emergency Committee

At a meeting of the Emergency Committee on Friday last the following decisions were arrived at:—

R.A. v. South China "B" Junior Shield game on Jan. 12, 1929:—Davy of R.A. suspended until Nov. 1, 1929, for deliberately kicking an opponent. Walker of R.A. suspended for the "rest of the season" for ungentlemanly conduct toward the Referee at the close of the game.

Eastern v. Kowloon Junior League game on Jan. 5, 1929:—All of Eastern F.C. suspended for the "rest of the season" for striking an opponent.

CRICKET

H.K.C.C. 1ST XI. v. C.S.C.C. 1ST XI.

The following will play for the Hong Kong C.C. 1st XI. against the Civil Service C.C. on Saturday next at 2 p.m. on the H.K.C.C. ground:—

R. Hancock (Capt.), H. J. Armstrong, A. C. I. Bowker, Capt. A. N. Evers, A. W. Hayward, E. J. R. Mitchell, O. Moor, H. Owen Hughes, T. E. Pearce, H. V. Parker and Rev. E. K. Quick.

H.K.C.C. 2ND XI. v. C.S.C.C. 2ND XI.

The following will play for the Hong Kong C.C. 2nd XI. against the Civil Service C.C. 2nd XI. on Saturday next on the Civil Service C.C. ground:—

A. H. Gillingham (Capt.), K. H. Batger, G. E. R. Divett, L. A. R. Duncan, H. L. F. Ewin, H. Hampton, J. E. Hancock, N. L. H. Ralton, J. A. Summers, W. K. Tait and E. R. West.

THE DAVIS CUP

JAPANESE PLAYERS ARE PICKED

TWO INTERNATIONALS

Tokyo, Yesterday.

The All Japan Tennis Association has selected Yoshiro Ohta and Tamio Abe, two well-known internationals, and also Sadachi Onda, who is a resident in New York, to play in the American zone of the Davis Cup.—Reuter.

WOULD NOT QUIT

FAMOUS FIGHTS AND FIGHTERS

[By Robert Edgren]

Pete Latzo, former welter-weight champion and now fighting among the light-heavy-weights, accidentally had his jaw broken in the second round of a ten round bout with James J. Braddock. It was supposed to be a mere exercise gallop for Latzo, who has been boxing like a champion. But you never can tell about these "James J." fellows. They all seem to be fighters—James J. Corbett, James J. Jeffries, James J. Tunney—and now James J. Braddock.

Latzo finished the ten rounds. The referee didn't know that his jaw was fractured, Latzo's own seconds didn't know it until the bout was over. Braddock didn't know it. The spectators didn't even suspect it. Which argues that Latzo commands a certain degree of gameness that is more or less admirable, although foolish. No man with a fractured jaw should be allowed to go on with a boxing bout, or be foolish enough to go on.

Criqui's Pluck

It has been done before, even when referees and seconds knew of the injury. Eugene Criqui, after knocking out Kilbane for the feather-weight championship, fought Johnny Dundee, who never had been known as a dangerously hard hitter. The bout had just begun when Dundee, throwing everything into a punch designed to give him an early lead, happened to catch Criqui on the chin and snap his jaw bone.

Criqui's jaw had been shattered in the war, and rebuilt by the clever French surgeons. It had lasted through several ring battles after the war. It was supposed to be better than the normal jaw, but evidently it wasn't.

Criqui was allowed to fight on, simply because he was a champion, had just won the title, and it seemed a shame to stop the bout and take his title away if he wanted to continue. He went the fifteen rounds with Dundee and lost the title anyway, on the decision. His game wasn't profitable. His synthetic jaw was a long time in healing, and when he tried to box again he had slipped back too far to do much because he had been boxing long before the war and was too old.

West's Remarkable Gameness

I remember a remarkable case of gameness among the old-timers. Tommy West was a great fighter until fighting luck suddenly deserted him. He fought the most desperate seventeen rounds on record against Tommy Ryan, for the world's middle-weight championship, at Louisville. Both men were down and nearly out several times during the fight.

Ryan tells me the worst beating he ever took was in the West fight. But Ryan won, because in the seventeenth West's eyes were closed and the referee stopped the bout.

West was a middle-weight, but fought heavy-weights. He had a bout with Marvin Hart, who afterwards beat Jack Johnson and claimed the heavy-weight title, and that West-Hart fight was just 25 days after the Tommy Ryan battle. West was knocked out by the heavy-weight in sixteen rounds. Then he went to Philadelphia and fought Young Peter Jackson, then a great coloured middle-weight.

West was whipping Peter when Peter, dazed, put his head down and charged into Tommy like a billy goat. The negro's head hit Tommy like a "battering" ram, cracking West's breast bone. After that injury West concluded that he was through with fighting and it was time to go back to his trade.

But he had a good offer to fight Joe Walcott, the "Giant Killer," in the National Sporting Club of London. West always had been able to whip Walcott. It was his specialty. I saw that fight. In the first round Walcott slipped aside with a peculiar trick he had that was some thing like the famous Fitzsimmons shift, and sunk a left hook into West's ribs over the heart. Before Tommy could move Walcott whipped in another hard left to the same spot. West seemed to wince for an instant. Then he smiled at Walcott and went on fighting.

Through the fifteen rounds Walcott attacked furiously, and at times West mixed with him, but I noticed that Tommy guarded his body carefully and although Walcott tried repeatedly he never was able to get another blow to the ribs through West's guard. And all through the fight West laughed at Walcott and kidded him. Once, when Walcott was pressing dangerously, West stepped back, grinned and dropped his hands. Walcott hesitated, wondering what trick that might be.

"Joe," asked Tommy, "did you ever read Darwin?"

"What's that—Darwin?" queried Walcott.

"If you ever read Darwin you'd know where you ought to be this evening," West went on.

"Wege's that, Mr. West?" asked Joe.

"Up in a tree with a tail on you," laughed West.

Walcott dropped his hands and laughed so hard that for a moment he forgot to fight, and West was out of a tough corner.

Tommy kidded and boxed his way through fifteen rounds. Joe took a close decision because he had forced the fighting and kept Tommy on the defence. West smilingly shook hands, turned, slipped out of the ring and walked to his dressing room on an upper floor. As he reached the door he pushed it open and fell headlong on the floor inside. They sent for the club doctor. I met the doctor when he came down a few minutes afterwards. He showed some annoyance—as much annoyance as a National Sporting Club official ever permits himself to show.

"Outrageous," he said to me. "That countryman of yours fought fifteen rounds with two badly broken ribs. Another blow on the same spot might have driven a splinter into his heart. I call it outrageous. He might have put the Club into the courts with a manslaughter case. He should have spoken to the referee at once. He should have resigned."

Not Quitters

"Resigning" never was a popular sport among American fighters. No more a popular sport among football players. In any rough man's game injuries are possible. There is no record list of the football players who have played through games with broken ribs, fractured collar bones, dislocated shoulders or knees that were yanked back, who have been knocked out momentarily, only to go back into the play headlong when the time limit was up. If there was such a list it would fill a few columns like this. I could fill one or two from recollection.

Bob Fitzsimmons was immune to all thought of injury. He smashed both hands on Jeffries, and then turned his right hand up to hit with the two knuckles still unbroken. He shattered his right hand hitting George Gardner on the side of the head, in the fourth round and sitting in his corner after the bell, twiddled his thumbs to make Gardner think the hand was all right. And as he rushed out for the next round he lunged at Gardner and missed him a few inches with a wild right swing. I dare say Bob wouldn't have landed that punch for a thousand dollars. He bluffed and out-boxed George, and won the light heavy-weight championship in

twenty rounds—his third world title.

Rocky Kansas was once stopped by Benny Leonard in eight rounds. Kansas had his arm broken in an early round, but went on as long as he could. No cripple could go far with Leonard, even if he had ribs like a horse and a concrete jaw, like Kansas.

These injuries aren't common in boxing. They amount to a very small percentage in thousands of bouts. And under boxing as regulated in these days by Boxing Commissions there are few instances in which a referee overlooks a serious injury and allows a bout to go on.

Among The "High-Brows"

Recalling Tommy West, mentioned above, Shakespeare was just a little light reading for him. His favourite authors were Plato and Aristotle in philosophy, Darwin in science, Victor Hugo and Edgar Allen Poe in fiction. West never mentioned this except to his close friends. In his day, a fighter whose reading went beyond the columns of the Police Gazette and Sporting Life was regarded as a freak.

Gene Tunney would have found his Shakespearean bent had advertised then. At that time Gene wasn't the original Shakespearean scholar among fighters. Jimmy Britt's hobby was Shakespeare. I remember when he came to New York to fight Terry McGovern, and one evening after the fight he quoted Shakespeare to me with a break for about six hours. He was "on the level with it," too, in public. In public Jim's statements were limited to an offer to knock Bat Nelson for a loop six times a week and twice on Sunday.—"Topical Times."

HANKOW PROTESTS

AGAINST ACTION OF JAPANESE

CHINESE HELD

Hankow, Yesterday.

Following on the arrest by Japanese marines of several Chinese pickets in what was alleged to be a Police launch, the Foreign Ministry has made a statement this morning denying that the launch was the property of the river police and pointing out that it was a public launch, though sometimes hired by the police, who have no connection with the launch at present.

Regarding the detention of the Chinese pickets and the launch, the Commissioner for Foreign Affairs at Hankow has made a strong protest to the Japanese Consul-General but he still refuses to surrender them to the Chinese authorities. The Commissioner has telegraphed to the Nanking Foreign Ministry asking for instructions as to the next step.

No Change

The situation is unchanged and picketing continues in desultory fashion. An added feature to-day was the appearance of all rich shas in the streets with banners anti-Japanese inscriptions.—Reuter.

SHARING A SHOP

SISTERS SELL THEIR GOODS ON DIFFERENT DAYS

At a meeting of creditors of Marion Josephine Moore, milliner and costumier, of Barker-street, and Constitution-hill, Birmingham, it was disclosed that she became joint tenant with her sister of the Barker-street premises.

Each sister carried on a separate similar business and each had exclusive possession of the shop on stated days in alternate weeks. On these days the stock of the other sister was put on one side.

Clerk at Clerkenwell Police Court to man charged with drunkenness: Did a doctor see you?—Mam: I don't know. Mr. Dummett, the magistrate: Perhaps, you saw two doctors.

Willenden magistrate, to a man making a declaration: Can you say why you were not registered at birth?—No. I was not old enough to remember.

ON A SOVIET SHIP

DANCES AND VODKA FOR BRITISH WORKMEN

COMMUNIST PROPAGANDA

Russian sailors during the period their ships are in British ports lose no opportunities of endeavouring to influence British dockside workers in favour of the Communist movement, and inquiries I have made show that every effort is made to encourage "fraternisation" when the ships are waiting in the Liverpool docks, writes the "Morning Post's" Liverpool correspondent.

The ships, which bring oil cake, sunflower seed cake, and timber, and take back to Russia cotton and electrical machinery, are often two or three weeks in dock, and during that time between six and seven hundred British dockers and ship-repairers may be engaged in handling the cargo or working about the ship. These Englishmen are always welcome to go on board after they have finished their work, and are entertained with food and vodka. There is also music from pianos played by the Russian sailors or from gramophones to help the British workers to relax and become friendly, and occasionally the men and women—nearly every Russian ship carries women sailors—indulge in dancing.

Jays of the Life

In between times the Russians point out the joys of the life in a Russian ship compared with that in a British ship, and urge the Englishmen to join the Communist Party. As a committee of four is in charge of the discipline of a Russian ship and a seven-hour day is worked, the conditions sound alluring, but despite this it is stated that few Englishmen are induced to become Communists. They prefer to hold on to the improvements in their conditions gained in the recognized British manner rather than chase the Russian Communist millennium.

"I have been in one of the saloons when the Russians have been having a musical evening," said a high port official to me. "There is constantly music from either the piano or the gramophone, and the men dance. Firemen come up from the stokehold, and join in for a short time and disappear again. On the table are supplies of vodka and meat for hosts and guests. The crews of Russian ships are always larger than those of British ships of similar tonnage. They only work a seven-hour day—3½ hours before and after lunch—and have much leisure time."

"But, despite all their cleverness, it is uphill work for the Russians, and the number of their converts small. The British dockers know when he is well off."

STAR THEATRE.

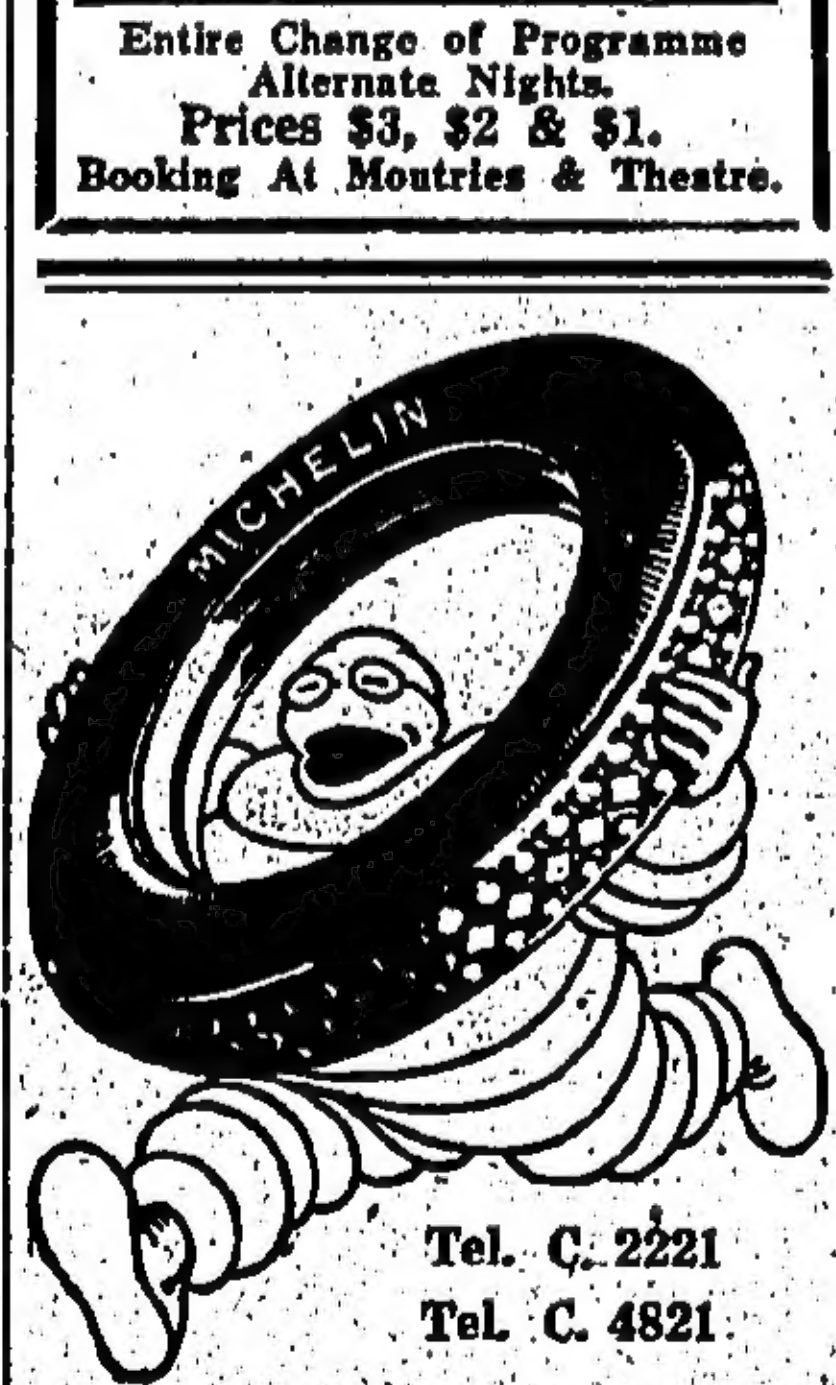
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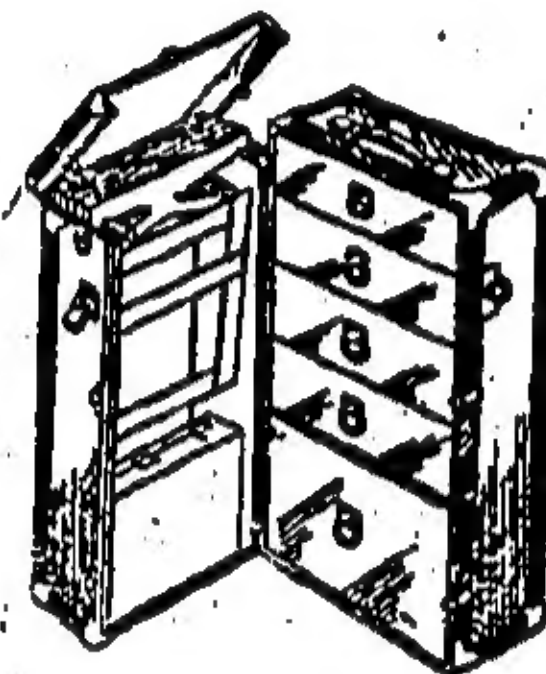
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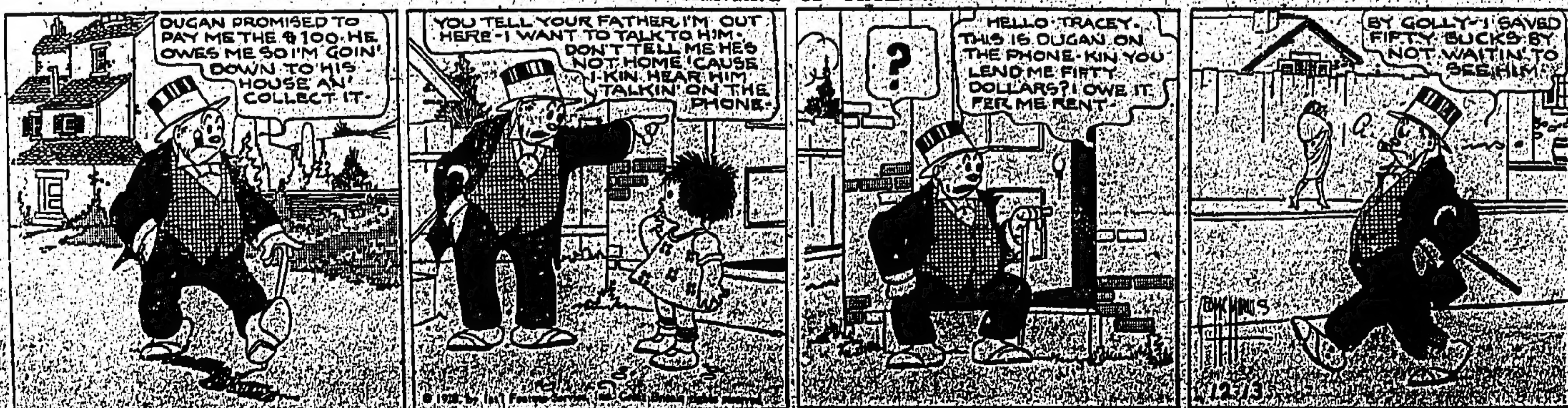
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WORLD NEWS IN PICTURES.

First Picture of Afghan Mutiny



Inset, King Amanullah and his royal consort, Queen Souriya, against whom Afghan rebels rose. In the picture are loyalist troops on patrol near Kabul.

Royal Emigrant



Another Romanoff migrates. This time it is H.R.H. the Grand Duchess Marie, a cousin of the late Czar.

Crack Troops at "the Front"



Photo shows one of Bolivia's finest cavalry regiments parading in Sucre recently during a demonstration of the country's military arm. It and every other available unit was ordered to the Gran Chaco, where fierce fighting was reported between Bolivian and Paraguayan detachments.

\$100,000 Diamond



Known in the Middle Ages as the "cyclopean eye" of the Codex, the famous Nassak diamond, weighing 80½ carats and valued at nearly \$100,000, has been the subject of an investigation whether it is an "artistic antique." Below, the "god" and the space in the forehead whence the diamond came."

Mediation



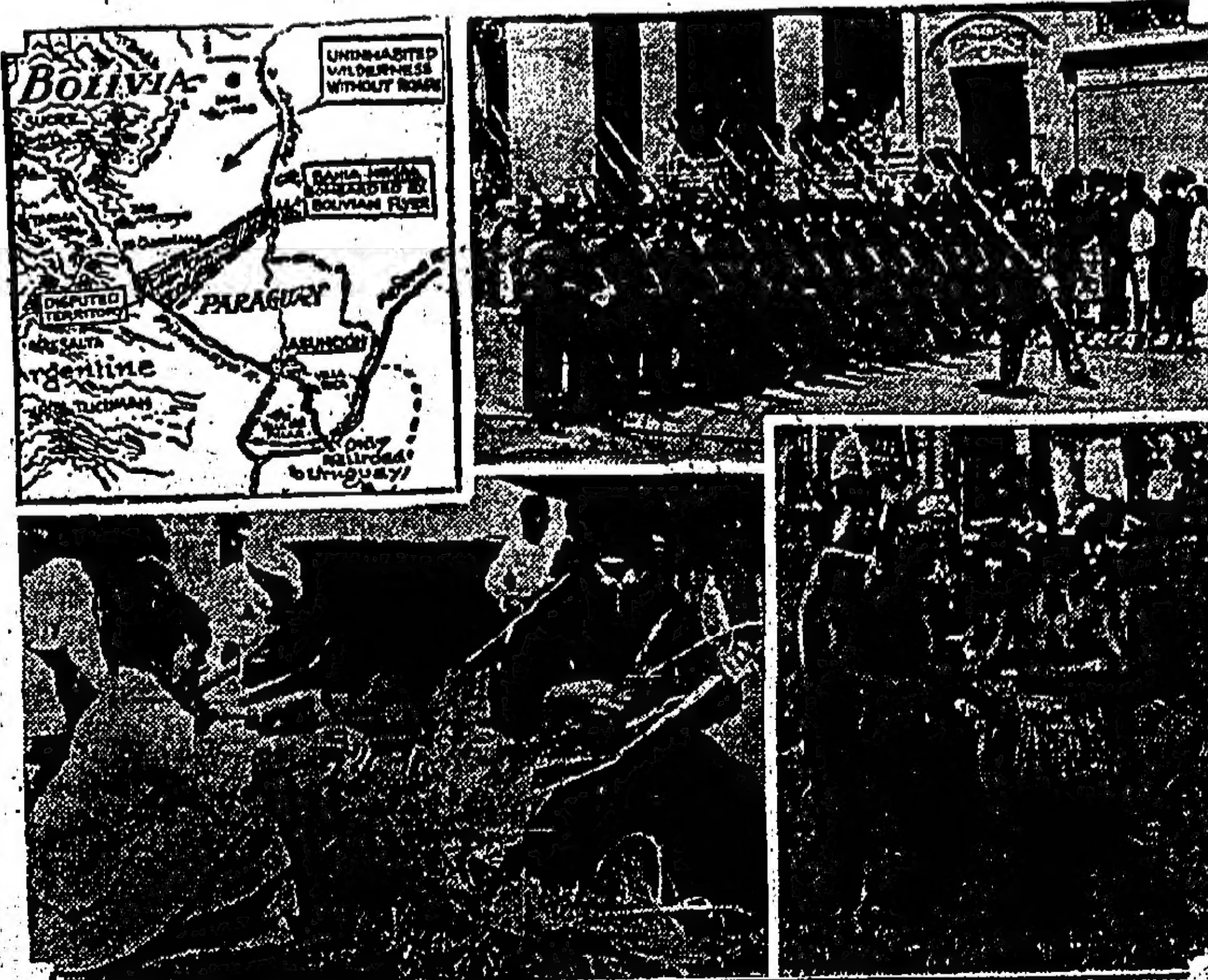
His Holiness Pope Pius (left) and King Alfonso of Spain, who both suggested mediation in the dispute between Bolivia and Paraguay.

Santa Claus in an Aeroplane



Santa Claus in America, "arriving from the North Pole" with Mr. Clarence Chamberlin, the famous trans-Atlantic pilot.

Where Two Armies Strained at the Leash



Above, Paraguayan infantrymen with "eyes right" as they pass the presidential palace in Asuncion, the capital. Below, l. to r. native weavers in the Gran Chaco, and a group of Indian dancers. The map shows the disputed boundary which nearly caused a war, the outbreak of which—after mobilization on both sides—was averted by the Pan-Pacific Conference.

Madge Bellamy



Who has bought a house in Las Vegas.

Equal in Love!



Mr. and Mrs. Tex Cooper of New York, the oddest couple ever to apply for a marriage licence. The bridegroom is more than six feet in height as against the bride's thirty-seven inches of stature.

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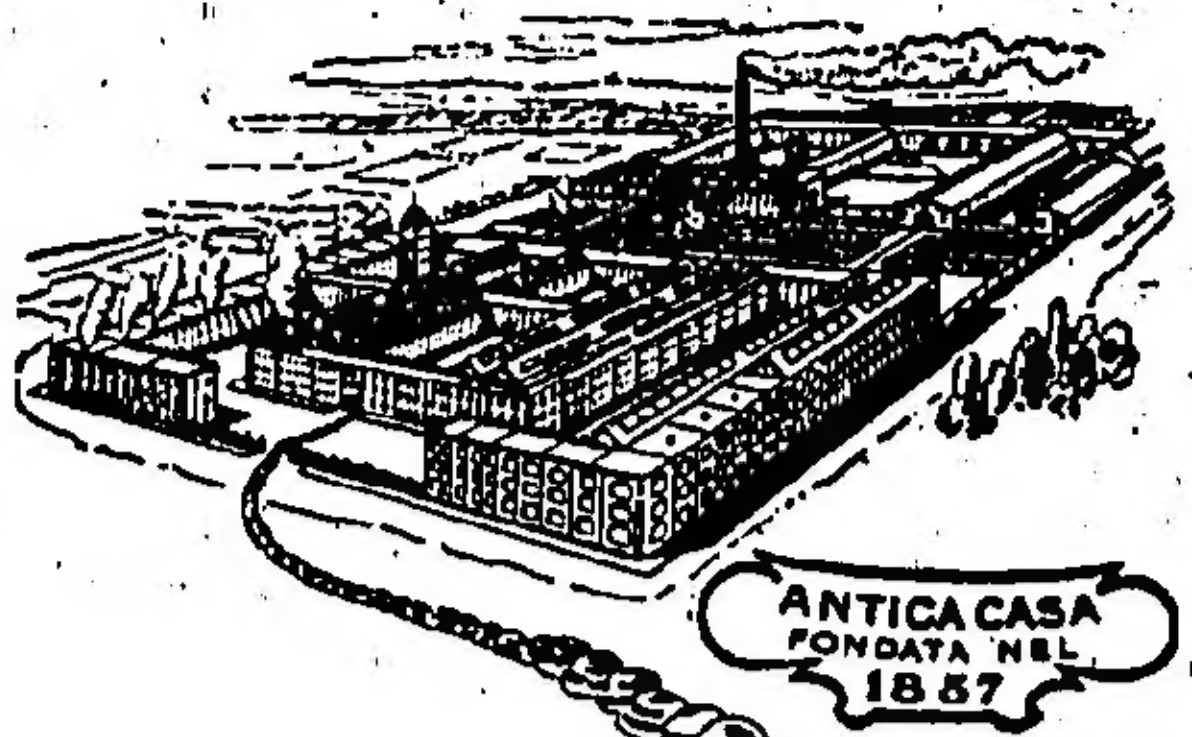
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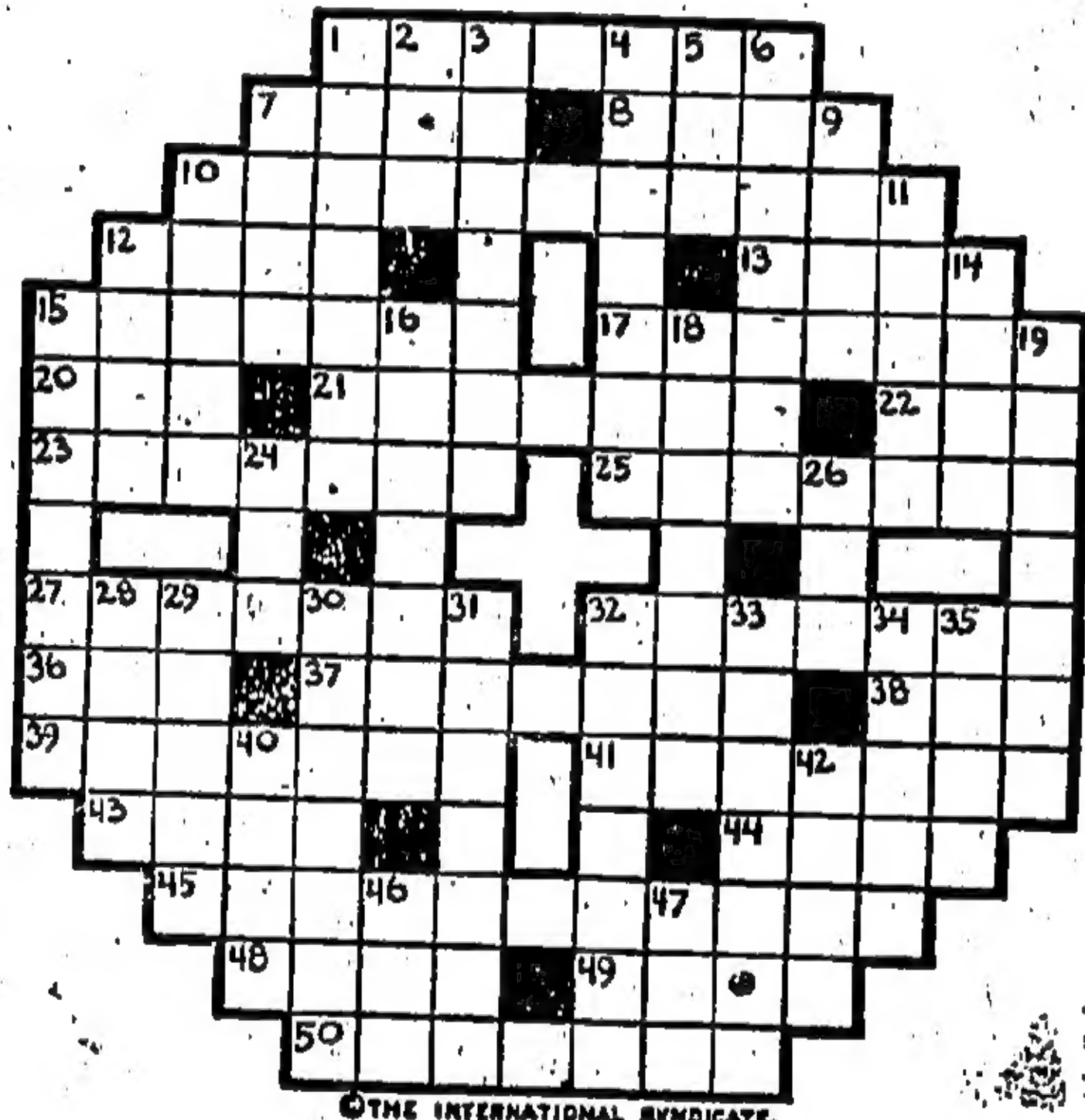
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL
1-A king of Egypt
7-Floating ice
8-Customs
10-Junior officer (pl.)
12-Wetlike membrane
13-Fruit of tree (pl.)
15-Refuge
17-Dormant volcano in Western U. S.
20-Staff
21-World's highest mountain
22-Legume
23-Made secure
25-To disagree
27-Aleutic country
32-Participle to a kingdom in Asia
36-Meadow
37-Immediate
38-Combining form meaning air.
39-Adages

HORIZONTAL (Cont.)
41-Lives over again
43-Small opening
44-Playing card (pl.)
45-Hippopotami
48-Withered
49-Club charges
50-Hurries
VERTICAL
1-Machine for pleating
2-Pronoun
3-Withdrawn
4-Years pertaining to a centenarian
5-A large country
6-Braided cordage (pl.)
7-Pack
8-Render partly useless
10-British manufacturing city
11-Stem

VERTICAL (Cont.)
12-Conjunction expressing comparison
14-Observed
15-Curved winding lines
16-The day's close
18-Stupid
19-Rat catchers
24-Suffix meaning "little"
28-Aggregate
29-Receive as a reward
30-City official
31-Makes certain
32-Animal protoplasm
33-Books of maps
34-Road edges
35-Resolves
36-Rainbow
42-Desert (pl.)
46-Time period
47-A score in baseball

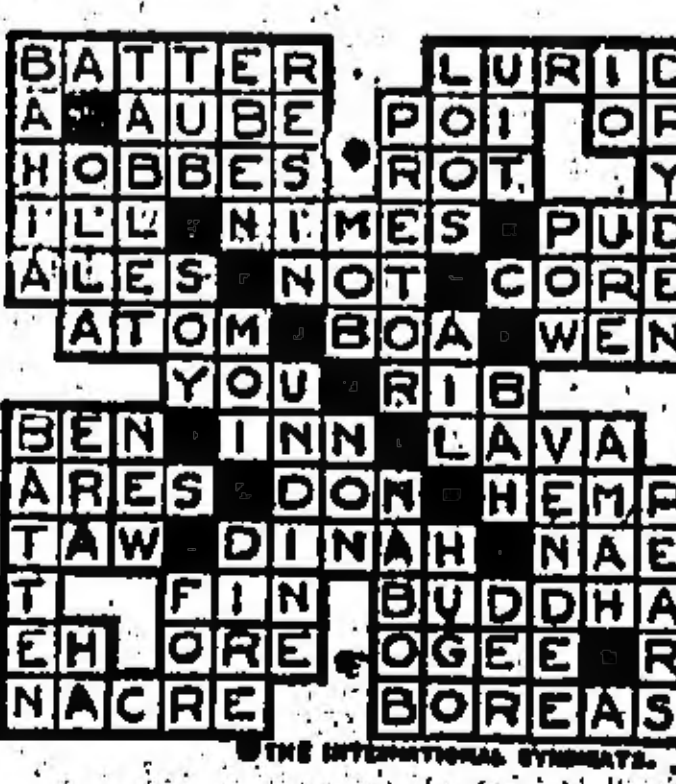
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HOTEL VISITORS

January 24, 1929.

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Messrs. E. J. Carmichael, C. A. Calkins.
Messrs. M. Dorian, L. H. Downs, J. M. Dalgarno.
Mr. A. G. Ellinger.
Mr. J. C. Finch.
Messrs. A. F. Henry, F. H. Hill, R. J. Hira.
Messrs. J. E. Joseph, L. Junginger.
Messrs. A. Keller, G. Keller.
Mr. W. S. Leonard, Miss H. Lilla.
Mr. E. S. Odum.

YESTERDAY'S SOLUTION.



Messrs. W. Vander Steen, W. Stewart, R. S. Stewart.
Messrs. E. Timmermann, W. B. Tyler, E. Thomas, J. C. Thomson, G. H. Turnbull.
Messrs. R. P. Whitham, T. B. Wilson, W. A. Wills, B. Wyllie, S. S. Wong.
Mr. E. A. Yates.

LONDON HOSPITAL

"TRAGIC FAILURE OF HOPES"
NEED FOR RADIUM

Viscount Knutsford, presiding at a Court of Governors of the London Hospital announced that the sum of £112,000 had that day been reached as the result of the quinquennial appeal.

With the exception of the last quinquennial appeal, when an anonymous donor gave £30,000 on condition that £80,000 was collected by Dec. 31, this sum had exceeded that of the previous quinquennials, but it was far less than the committee asked for, and far less than was needed. Every year brought some request from the staff for some costly piece of equipment or new development.

The hospital had only about four grains of radium. About 1,000 cancer cases were admitted each year, and the supply of radium was only sufficient to treat 150 of them. The hospital had already effected some remarkable cures, and it was a strange and interesting fact that it was the most virulent and quickest-growing cancer which was most amenable to radium.

A new children's department was badly needed, the present being so crowded that it was almost a scandal. They also wanted a new heart department, which would involve an expenditure of some thousands of pounds.

"The court will see therefore, how tragic is the failure of our hopes with regard to this quinquennial."

Describing the General East-end Tradesmen's Association as "the most loyal friends the hospital has ever had," Lord Knutsford mentioned that a sum of £18,000 for the purchase of radium, which was raised at the festival dinner of the association, was to be presented on Christmas Day. Mr. Miller-Jones the chairman at the dinner, had been invited to become a member of the board.

The chairman also announced that Mr. Barnett A. Salmon had been invited to take the place of his late father, Sir Alfred Salmon, on the committee.

G.K.C.'S HEADMASTER

MR. BEWSHER'S RETIREMENT FROM COLET COURT

"The boy of to-day is very much the same as his predecessor of forty years ago, with just the one difference, perhaps—and that only in some cases—that he is more nervous and less ready to indulge in a rough-and-tumble than he was when I first came to London."

Mr. James Bewsher, M.A., who is about to retire from the headmastership of Colet Court School, the "preparatory" for the more widely known St. Paul's School, expressed this opinion in an interview with an "Observer" representative.

"Such nervousness among the boys," Mr. Bewsher went on, "I regard as an after-effect of the war. On the whole, however, they are as strong, healthy and as keen on games as ever. It has always been my contention that the keener a boy is on sports the better he devotes his time and energy to the scholastic side of his training."

Mr. Bewsher has been at Colet Court for forty-four years, and for forty-one of these he has been headmaster. During that time many boys—now famous men in various walks of life—have passed through his hands, and it was concerning these that he went on to talk.

"They include, speaking from memory," he told me, "G. K. Chesterton, Compton Mackenzie, the Right Rev. William Temple, Archbishop Designate of York, Sir Otto Niemeyer, formerly Financial Secretary to the Treasury, Lord Wolmer, Assistant Postmaster-General, Sir P. Vivian, the Registrar-General, Eric Kennington, the sculptor, Paul Nash and Laurence Binyon."

"I remember all of these very well indeed. There was also a brother of G.K.'s Cecil Chesterton, who died during the war. I think. The two brothers I recollect were, as boys, inclined to literature, and their essays, or rather compositions, were always excellent. No; I cannot say that any of these men, as boys, gave indication that they would turn out to be anything other than just what they are to-day. That is to say, they were particularly bright scholars and always to the fore in their work. It is a striking point about Colet Court and St. Paul's that both have turned out so many men of letter and artists. In fact, I do not think I am wrong in saying that St. Paul's has produced more literary 'minds' than any other school."

"I am glad to say that Mr. Chesterton has returned here to lecture, since he has become famous and always speaks well of his early days at Colet Court and the school across the way."

It was Mr. Bewsher's brother, the late Mr. Samuel Bewsher, who

TUBERCULOSIS

SUCCESS OF CHILD VACCINATION
EFFECT ON CALVES

The possibility of employing, for the prevention of tuberculosis in cattle, the vaccine (known as BCG) which is administered to children exposed to risk of consumption, is a subject discussed in the third annual summary of research work issued by the Research Committee of the Royal Agricultural Society.

Sir John McFadyen deals with the subject in his review of progress in veterinary science. Sir John traces the course of research work since the attempt made in 1902 by Behring and others to take advantage of the fact that when cattle are infected with tuberculosis either artificially or by inoculation they tend to become more or less immune. It was proved that valuable immunity could be conferred by injections of tubercle bacilli into calves, but it was then discovered that contamination of milk supplies was a consequent danger.

As a result a new form of vaccination was evolved, of which the advocates are Calmette and Guérin, involving the use of BCG vaccine (Bacillus-Calmette-Guérin). This is being used, with success it is claimed, upon human infants liable to infection.

"After certain preliminary experiments which served," it is stated, "to indicate the harmlessness of the BCG vaccine, for cattle and anthropoid apes, the vaccine was first administered in 1921 to an infant born in circumstances that exposed it to great risk of infection with tuberculosis. In the subsequent three years the administration of the vaccine to 217 newborn infants appeared to show that it was devoid of danger when given by the mouth. The Pasteur Institute placed the BCG vaccine at the disposal of physicians and public welfare centres in France, and between 1924 and 1927 52,772 children were vaccinated either in Paris or in the provinces."

Risk of Infection
Records in regard to 5,749 children whose cases it was possible to follow up showed that the general death-rate from all causes among them was 3.1 per cent. The general death-rate in France among non-vaccinated children with or without tuberculous contacts is given as 8.5 per cent. Further investigation appeared to confirm the efficacy of the vaccine for the prevention of tuberculosis among children.

"This wholesale vaccination of children with the BCG vaccine," it is added, "has not passed without protest on the ground that the vaccine cannot be regarded as absolutely free from the risk that the living bacilli, of which it is composed, may somehow, either suddenly or gradually, acquire their lost virulence, and thus, instead of protecting the child, actually infect it with a serious tuberculosis. While it cannot be said that there is absolutely no risk that the BCG bacilli may become virulent, it does not seem at all likely that accidents of that nature can occur if proper care is constantly taken in the manufacture and control of the vaccine."

Sir John proceeds to advocate the employment of the BCG vaccine in the case of calves exposed to infection.

HON. RUTH DAWNEY

The Hon. Ruth Dawney, only daughter of Viscount and Viscountess Downe, of Wykeham Abbey, near Scarborough, who fell into the river Derwent with her horse when hunting recently, said that when she tried to jump the river bank gave way.

The horse, in struggling in the water sank into the mud. Five men who were out with the hunt got ropes and poles and did everything possible to get the horse out and when they succeeded after two hours the animal was dead.

founded Colet Court in '81. Both were educated at Manchester Grammar School, under Dr. F. W. Walker, afterwards High Master at St. Paul's.

"It was a strange thing," Mr. Bewsher went on, "but for a short time I was a scholar in Manchester while my brother was one of the masters there. When Dr. Walker came to London to become High Master, strangely enough, at St. Paul's, my brother came with him, and that was how Colet Court came into being."

"It was started with exactly six pupils, one of whom was the present Bishop of Fulham, the Right Rev. B. S. Batty, whose diocese extending over North and Central Europe, is probably one of the largest in the world. I joined the school in '84 and three years later became headmaster, when my brother was appointed Dean of St. Paul's."

POPULAR PLAYS

"THIS YEAR OF GRACE"

[By Noel Coward, in the Pavilion]

On seeing this redoubtable revue for the second time, I was struck by the difference in favour between the first and the three-hundredth audience, and the exuberant artistry of Miss Maile Gay. Mr. Noel Coward is indeed a clever young man, Mr. Cochran a magnificent showman; and whatever signs of wear and tear the professional eye might detect in the mere mechanics of the show, Miss Gay remains her incomparable self. The best of the new items imported from the current New York version are "Lilac Time," a burlesque duet in which Miss Gay and Mr. Sonale Hale philander as royally in overt incognito, and "Love, Life and Laughter," in which Miss Gay again resurveys, in all her bilingual bravura, a Parisian Queen of the Night as the broader, of our period "comics" used to depict her. Save for the masked convulsions of "Dance, Little Lady," time has caught up with Mr. Coward to the extent of taking some of the sting, but none of the fun, out of what a few months ago seemed deadly satire. The Bach-accompanied posturing of the stained-glass saints is still a beautiful surprise, and was the one item that caused, even the hypercritical Tuscan who accompanied me to join the general cheers. For the rest, the parody of the Russian Ballet seems to reproduce even more faithfully the foibles of the original; charming Miss Jessie Matthews grows in cleverness and grace; and "Pogo," the cheval terrible of the Brothers Griffiths, makes an incorrigible appearance without seeming to intrude.

"JEALOUSY"

[By Eugene Walters, from the French of Louis Verneuil.]

This passionate play (at the Fortune Theatre) has three acts, two characters and but a single theme; and the foreknowledge that the two characters on whom the first curtain rises are the only human beings we shall see till the final curtain falls, might be a damaging pre-occupation if the actors who impersonate them were less good. Though handled by so expert a theatrical juggler as Louis Verneuil, the theme cannot help calling attention to its limitations, and making, as it were, a virtue of virtuosity. The various expedients by which the jealousy of Maurice is fostered and fanned are highly, if somewhat arbitrarily ingenious. A bunch of keys, an emerald ring, the telephone, an evening paper, and an off-stage murder, are all so artfully exploited that they constitute a sort of galaxy of superfluous.

Jealousy is an appetite that grows with what it feeds upon; and Maurice was not only a glutton, but a fool. Regardless of the one important fact that Valerie loved him to distraction, he could not speak six words to her without being choked by his obsession. A kiss with him was an accusation, every caress the prelude to the third degree. And though this kept things dramatically on the move, it rather cooled our sympathy for him. Yet in spite of its tricks and artificialities, the play is sufficiently good theatre to enable the two American actors, Mr. Crane Wilbur and Miss Mary Newcombe, not merely to hold our attention by what they do, but to excite considerable admiration for the way they do it. Miss Newcombe's emotional resource is never at a loss and always beautifully controlled; and Mr. Wilbur intelligently supports her. For their sakes, therefore, the play should be seen. Its aesthetic and emotional shortcomings need not be stressed, since they do not hinder, but rather help the interest afforded by the actors' triumph over them.—H. H. in "The Observer."

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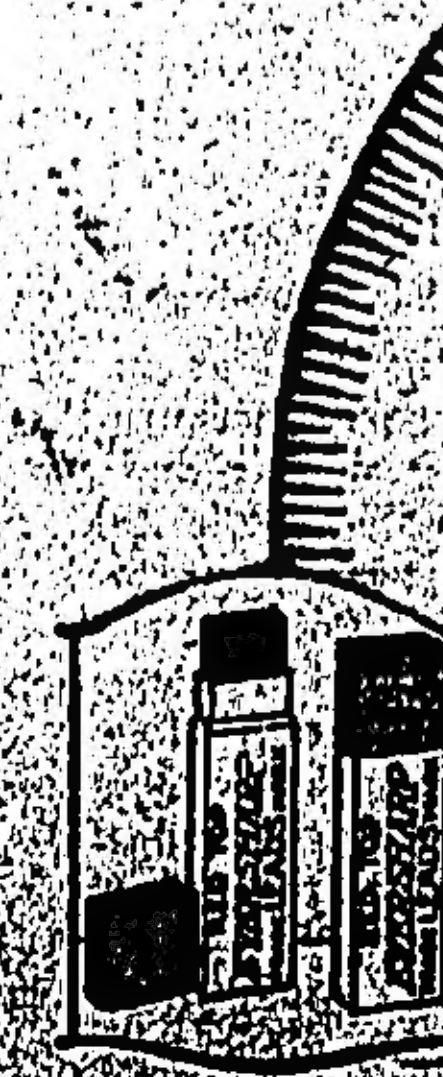
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THE MOTORISTS' PAGE

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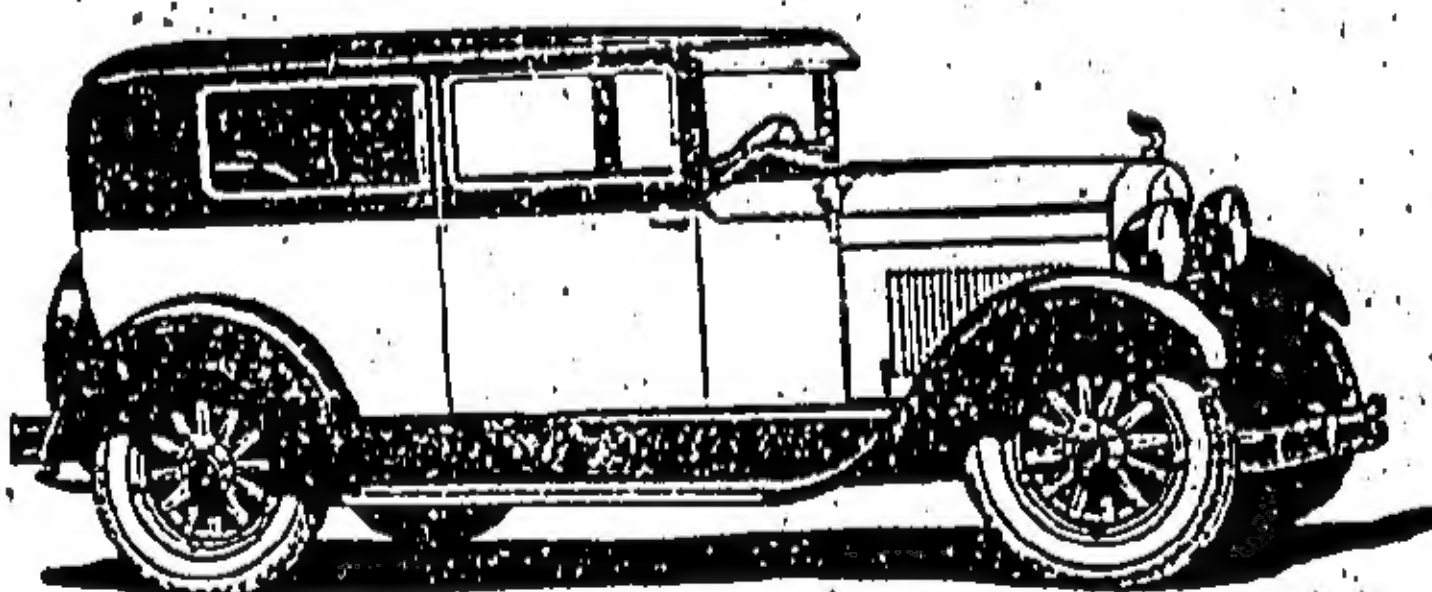
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TIMELY ACROBATIC

An Italian doctor was crossing a railway line at Muntsebellina when his engine stopped at an express train from Parma came in sight. Turning sideways in his seat, he placed his hands on the

steering wheel and somersaulted over the rail. The train struck the car and reduced it to fragments, but the acrobatic doctor was only bruised, and remarked, "Who can say I have never saved a life?" Probably, too, he congratulated himself on the fact that he was not driving a saloon.

MORRIS MINOR

BABY CAR STANDS
TESTS

NO KICKING

Would it not be fascinating to you to walk boldly into the Morris works, to point a finger at a new Minor standing in the row of cars ready for delivery, and to be allowed to seize it and go out to play on the road? A member of "The Autocar" staff has just been privileged to do this very thing, and an absorbing experience he found it. Production rate is rapidly increasing, and samples of the new car are flowing out of the works in a stream of growing volume. Right away it can be said that the production cars are not merely up to expectations as regard roadworthiness, but exceed them. The Minor is a blithe little car; happiness made manifest in metal. If it continues as it starts, and from a Morris one expects nothing less, it will secure an enormous success and a wide circle of friends.

It had been arranged that trial should be made of a sample which had been retained for demonstration purposes, but on arrival at the works it was found that this particular car had not returned from a journey. So the management conceived the original notion of giving permission for "The Autocar" representative to pick a brand-new car haphazard out of the bunch, and to beguile two hours of waiting by putting it through its paces. This was an offer to be accepted with avidity. After an unmannerly desire to snatch had been stifled, a blue saloon was pointed out; in a trice trade numbers adorned its blank plates. Here was a new car ready for delivery to the agent, but, of course not run in or in any way specially tuned. Then out into the dot-and-carry-one traffic to Oxford City; in the first few miles a whole lot was learned about the car.

The engine, which has overhead valves and an overhead camshaft, is full of fire and life, not only brisk in acceleration, but with an entirely unexpected capacity to run dead slow on top gear. Small engines with a forte for pulling strongly at a high rate of revolution do not, as a general rule, behave very nicely at slow speeds. The Minor is a notable exception. The car will crawl behind a bus in traffic on top gear, and then accelerate sweetly when passing time comes. The engine is sensitive to its battery ignition control, the lever of which is below the steering wheel, and though it does not run roughly at full advance when the car is travelling slowly, speed can be lowered by retarding the spark.

Then another point is the clutch. It takes up the drive with remarkable smoothness, so much so that one is liable to give way to temptation, and to try starting on higher gears than first. Not only can one start the car easily from rest on second gear, but, on top gear equally well. On the left side of the instrument board there is a mixture control, and manipulation of this makes it easy to obtain even running immediately after starting from cold, with subsequent adjustment for a weaker setting as the engine warms to its work.

It is not a simple matter in a car with a small four-seater body to provide a driving position that shall be universally comfortable to the short and the tall persons. But in the Minor a good average has been obtained, and it requires only a few miles' experience to settle down to the pedal position quite comfortably. The seats are not instantly adjustable, but can be uncreased and placed in another position if necessary.

Brisk Cruising Paces

Handling the car is most fascinating, partly because the engine is so very willing and partly because the steering is light, and the action is seen-performed without delay.

Once out on the open road the paces could be tried. It settles down automatically to a steady 40 m.p.h. At this speed it is particularly happy; at 30 m.p.h. it is very comfortable and quiet, but at 40 it seems that it is really satisfied to be setting along with the good work. The engine is smooth all

through its range—smooth low down in speed as well as high up. So far, as could be ascertained from a rough check with a stop watch, taken between two unfamiliar milestones—it is an unsuspicious man who is willing to believe that milestones are necessarily a mile apart exactly—the speedometer was just about correct. Trial of the brakes from 40 m.p.h. showed that the car could be stopped comfortably within 80 ft.

But of all the good points the most prominent is the springing. For a small car it is really excellent, there being no pitching, while it is remarkably steady over bad surfaces. There is no need to pick out the smoothest way or to slow down over suspected bad patches.

After returning this first Minor to the works, "The Autocar" representative was able to pick up a second car, one which had already covered about 500 miles. This car was driven some distance over ordinary roads to allow the driver to become accustomed to it, and then taken over a selected test course, carrying two passengers besides the driver. Being run in, and therefore free in all its bearings, the second car excelled the first in performance, but in other points there was practically no difference between the two, which shows that the standard of excellence is maintained. As it was well run in there was no hesitation in giving the second car its utmost fill of gas.

Its capacity for speed was remarkable, as the accompanying figures indicate. It was capable of 55 m.p.h. with one up and 52 or 53 m.p.h. with three up; on second gear it could do 40 or 42 m.p.h. The brakes on this car were much smoother than those on the first machine. It was found that with a load the car could be easily brought to rest coasting from 20 m.p.h. down a hill of 1 in 6½, without having to push over-hard on the pedal. No tendency to lock any particular wheel was observed. The gear change was less awkward to handle, while the clutch was every bit as smooth as on the first car, and with a load on board it was quite easy to start on top gear from rest.

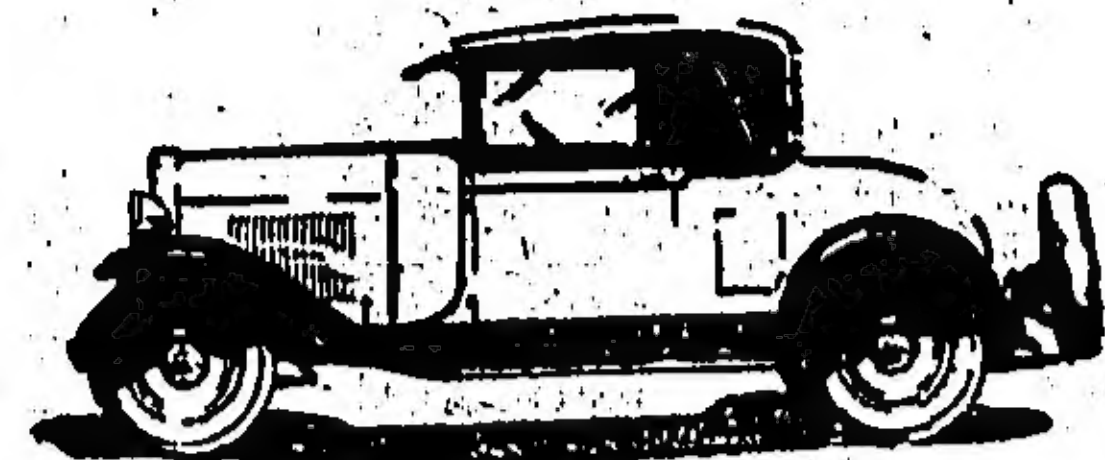
Climbing

The gear ratios are extraordinarily well chosen to suit the weight of the car and power of the engine, for not only is the car quite fast on top gear but, as already stated, it pulls very well at low speeds. On second gear the "bite" of the engine and the acceleration are excellent. In respect of hill climbing the performance is equally remarkable. Naturally, it will ascend everything on top gear, but it will tackle most ordinary slopes on that ratio. Gradients of the 1 in 10 order can be climbed on second gear at 30 to 32 m.p.h., these remarks applying to Stoneleigh Hill, the well-known test hill for Coventry, Frizz Hill, between Warwick and Kington in the Midlands and Warrington Hill between Warwick and Banbury.

Ascents, with three people on board, of these well-known test hills, Edge and Sunning, produced excellent results. On reaching the foot of Edge Hill at 40 m.p.h. a change into second at 35 m.p.h. was made just beyond the right-hand bend. The speed on second continued at about 30 m.p.h. until round the right-hand corner and dropped slowly as the rest of the climb proceeded until a couple of hundred yards from the top a change into bottom gear was made and the climb finished at 18-20 m.p.h. On Sunning the speed at the foot was 42 m.p.h., and halfway up the first slope a change into second was made at 35 m.p.h. The speed of the car quickly increased on the long left-hand sweep to 38 m.p.h. The sharp right-hand hairpin was approached at 35 m.p.h., which was too fast for the corner. Cutting out for the latter so reduced the speed that a change into bottom had to be made. The rest of the climb being finished at 18-20 m.p.h. A second climb made with the driver only on board was completed on second gear.

The Seating Arrangements. So far nothing has been said about the general arrangement of the bodywork from a user's point of view. The saloon body has two rows of seats, and the front seat is of the "split" type, and can be raised or lowered to suit the driver's requirements.

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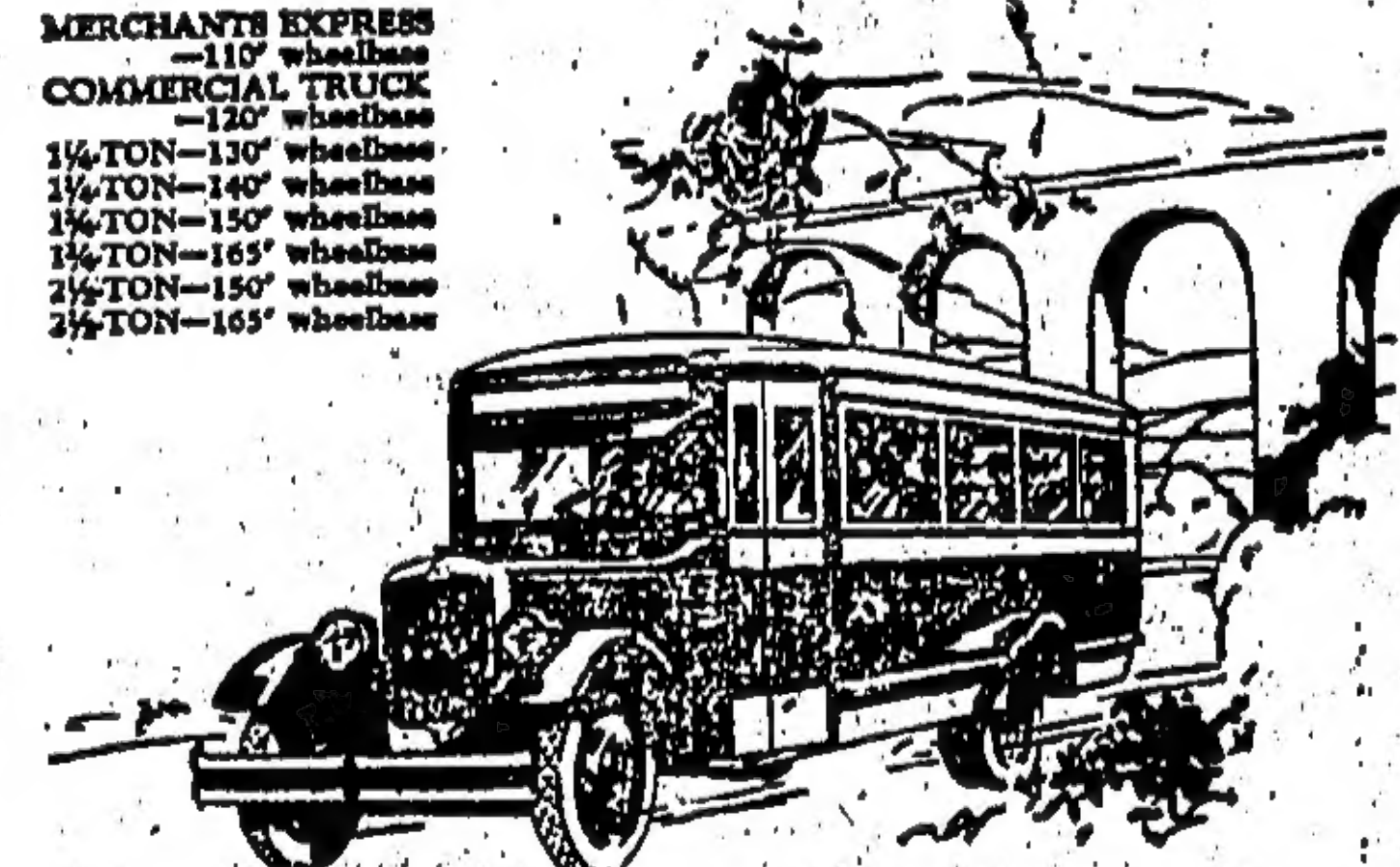
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obtained by folding down the backs of the separate bucket front seats. Getting in and out of the back compartment is not difficult after a trial or two. In the back seats it is comfortable without becoming cramped. The room is not excessive for a tall man, but for normal-sized people it is adequate. When the car is travelling fast over a bad road the back-seat passengers do not, in ordinary conditions, get shot up against the roof and the riding in the back seats is good.

There are four windows in the sides of the body and each one is made in two panels, of which the rear panel can slide forward to open. Rather a clever little fitting is introduced on the sliding window: it takes the form of a metal handle which, when turned round, raises the channel in which the glass slides, so that the latter can be locked in any desired position. From the point of view of ventilation the best plan, in typical November weather, was found to be to keep the windows closed and to open the windscreen so as to give a gap of about a quarter inch wide at the bottom; this produced a gently moving current of air round the body without too much draught. Speaking of draught reminds one that the doors of both cars tried fitted quite snugly, and that the locks slammed quite lightly, whilst there are properly disposed strips to prevent the ingress of draught. In heavy rain the body was perfectly watertight.

The method of providing for the opening of the single-panel windscreen is well carried out. On each side of the screen is a curved and slotted arm, locked by a large wing nut; when the wing nut is undone on each side the screen can be opened and locked in any desired position, but when closing the screen, the slots in the arms are so arranged that when the wing nut is raised, as well as locked, the screen is pulled down tightly, so that it is perfectly watertight. The equipment of the car is of complete and useful

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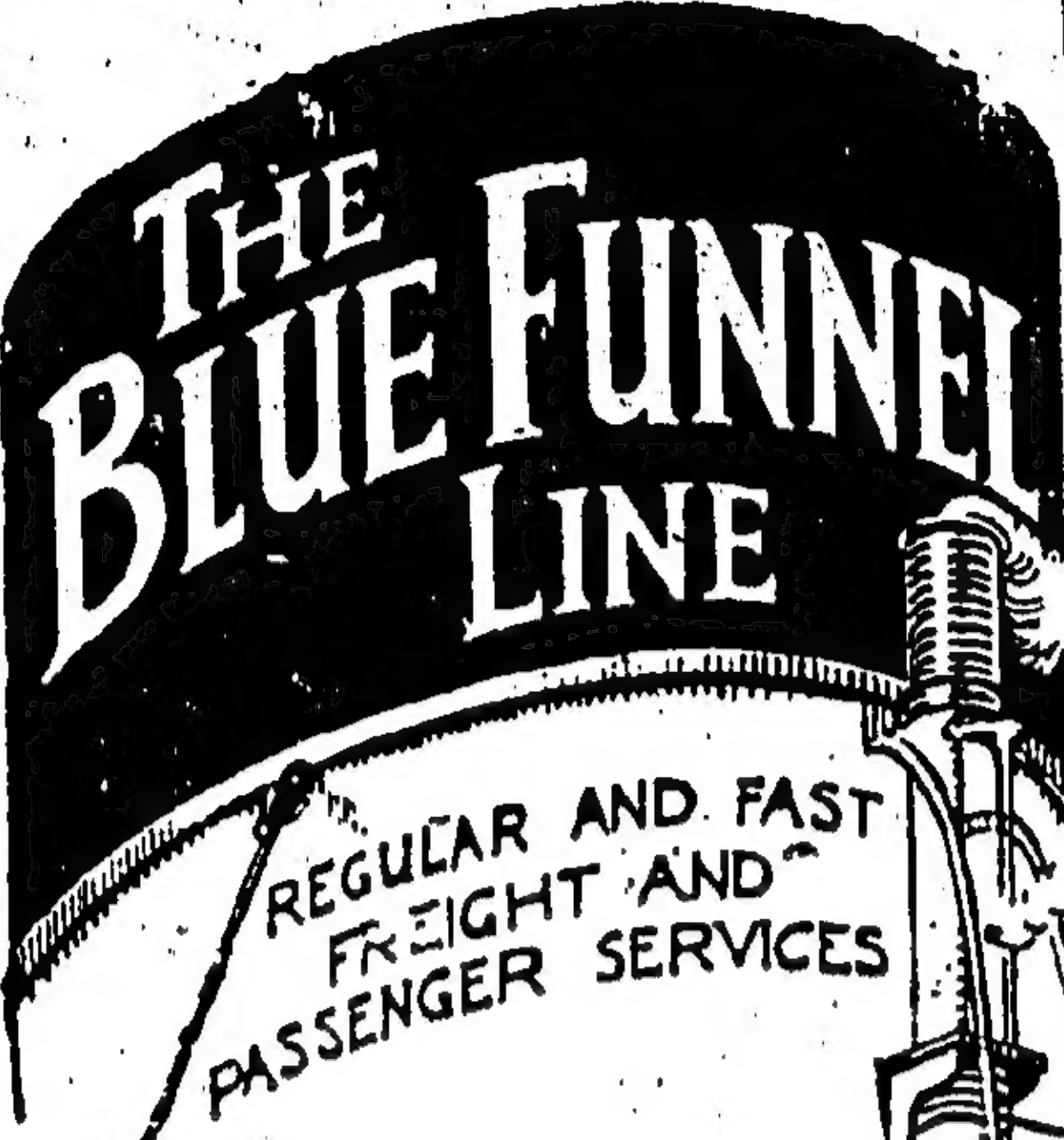
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"BELLEPHON" 20th Feb. Genoa, Havre, Liverpool & Glasgow
"KEEMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow

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- The radio rate on messages to Macao will be 10 cents per word, and
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INWARD MAILS.

From	Per	FRIDAY, JANUARY 25.
Shanghai and Amoy	Newchwang
Japan, Shanghai and Europe via Siberia	(London, 3rd and 4th Jan.)
U.S.A., Honolulu, Japan and Shanghai	Kashima Maru
U.S.A., Honolulu, Japan and Shanghai	President Hayes
Saigon	General Metzing
MONDAY, JANUARY 28.		
Europe via Negapatam (Letters and Papers)	Padua
U.S.A., Honolulu, Japan and Shanghai	President Lincoln
TUESDAY, JANUARY 29.		
Japan and Shanghai	D'Artagnan
WEDNESDAY, JANUARY 30.		
Japan	Arafura

OUTWARD MAILS.

For	Per	THURSDAY, JANUARY 24.
Sam Shui and Wuchow	Tai Hing
FRIDAY, JANUARY 25.		
Swatow, Amoy and Formosa	Haiching
Haiphong	Tonkin
Swatow	Yatsing
Shanghai, Dalay and Europe via Siberia	Luchow
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, Feb. K.P.C. Registration (Jan. 25) 4.30 p.m. Letters (Jan. 26) 9 a.m. G.P.O. Registration (Jan. 26) 8.45 a.m. Letters (Jan. 26) 9.30 a.m.	Kashima Maru
SATURDAY, JANUARY 26.		
Straits and Calcutta. Parcels Noon	Suisang
Letters 1 p.m.	Anking
Amoy	President Hayes
Manila
SUNDAY, JANUARY 27.		
Swatow, Amoy and Formosa	Hozan Maru
Bangkok via Swatow	Kwanchow
Shanghai and Europe via Siberia	General Metzing
MONDAY, JANUARY 28.		
Straits, Mombasa, Lourenco Marques and S. Africa	Bingo Maru
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco—due San Francisco, 20th Feb. and Europe via Siberia. Parcels (Jan. 28) 5 p.m. Registration (Jan. 28) 9.45 a.m. Letters (Jan. 29) 10.30 a.m.	President Grant

*Correspondence bearing vessel's name only.

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A NEW BRITISH MONOPLANE

FOR LONG-DISTANCE

TO FLY FROM CAPE TOWN TO NORTH OF SCOTLAND

NON-STOP FLIGHT

London, Yesterday. Experts in aviation to-day viewed at Cranwell aerodrome an aeroplane which has been designed to beat long distance feats of any aircraft yet built whether heavier or lighter than air. It is the new Fairey monoplane built for the Air Ministry.

This machine will probably be taken out to Capetown very shortly. At Capetown it will fill up with a full load of fuel and will attempt a non-stop flight to the north of Scotland. Even if the plane only reaches the south coast of England it will have easily beaten the world's long distance record, at present held by Italy with a flight from Rome to South America.

It is the first monoplane ever built by the Fairey Company and bears a strong resemblance to the Fairey SF biplanes, high speed bombers, over 100 of which are now in use by the Royal Air Force.

The engine is a special Napier developed from the Napier-Lion as used in the Schneider trophy racing machines.

The object aimed at is to bring every part of the world within 120 hours of England.

It is anticipated that this new monoplane could, under favourable conditions, transport an important person or document to any part of the globe in three stages in five days.—British Wireless Service.

VITAL STATISTICS

RIISING BIRTHRATE IN ENGLAND

COMPARISON WITH 1927.

London, Yesterday. In England and Wales during 1928 the birth rate was higher and the death rate lower than in the previous year, and the figures for infant mortality the lowest ever recorded.

The birth rate was 16.7 per 1,000 population which is 0.1 per 1,000 above that of 1927. The death rate was 11.7 per 1,000, 0.6 lower than the previous year, and the infant death rate was 65 per 1,000 live births.—British Wireless Service.

BRITAIN AND CHINA

QUESTIONS ASKED IN THE COMMONS

NANKING OR PEKING?

London, Yesterday.

Sir Austen Chamberlain, Secretary of State for Foreign Affairs, was asked in the House of Commons to-day about the consultations between Sir Miles Lampson, the British Minister in China, and the Nanking Government.

He replied that Sir Miles Lampson had returned to the north but there were many matters still to be settled between the two Governments.

Replying to a further question Sir A. Chamberlain said that Nanking was the official capital of the Nationalist Government but the transfer of the administration to the new seat of Government was not complete and difficulties in regard to accommodation made it impossible for the British Minister to reside there. Arrangements were being made for a member of the British Legation staff to reside at Shanghai as the Minister's personal representative and to visit Nanking as and when required so as to keep in touch with the National Government.

The Shaforce

Asked when the remaining units of the Shanghai Defence Force would be withdrawn from China, Sir A. Chamberlain said the Government had no desire to keep the troops in Shanghai a day longer than necessary but at present the conditions were not such as to admit of total withdrawal although the numbers had been steadily reduced.—British Wireless Service.

German Military Instructors. Replying to Mr. R. de la Smith (Labour), Sir Austen Chamberlain said that he had received reports of the arrival of German military instructors in various parts of China but was unable to say precisely in what capacity. The matter was not discussed by the League of Nations.

Comdr. Yu's Visit

Commander Yu Tsao-barr would arrive in London after visits to Germany and Belgium and intends to visit Portsmouth, Greenwich and the principal Air Bases, and leave for China in March. The Air Authorities in England would in every way assist him.—Reuter.

A DEPLORABLE BLUNDER

MIS-READ SIGNAL.

BOMB DROPPED ON POONA HORSE SQUADRON

14 KILLED; 15 WOUNDED

Peshawar, Yesterday. An R.A.F. practice machine mis-read the signal "Don't Bomb" as "All Clear, Carry On," and dropped a bomb which fell in the midst of a squadron of Poona Horse of whom 14 were killed and 15 wounded.—Reuter.

"DOCTOR" FINED

WRONGFUL USE OF THE TITLE

JEALOUSY ALLEGED

Singapore, Jan. 17.

The trial of Mr. R. R. Undugodage, of 2nd Division, Maradana, on charges of having used the title "Dr." and styled himself as a "Licentiate in Midwifery, Rotunda, Dublin," thereby implying that he was qualified to practise medicine and surgery according to modern scientific methods, without being registered as a medical practitioner, was taken up on Jan. 8 before Mr. S. J. C. Schockman, the Acting Police Magistrate of Colombo.

Dr. A. G. Smith, Registrar of the Ceylon Medical College, said that the accused was not a registered medical practitioner. The accused had several degrees which were not registrable under the Ordinance. The degree of Licentiate of Midwifery of the Rotunda Hospital, Dublin, was a post-graduate degree and it had been obtained by the accused under a misapprehension. Once it was obtained it could not be withdrawn.

The accused was the only non-registered medical practitioner whose name appeared in the current issue of the telephone directory under the heading "Doctors and Dentists." The letter heads on the accused's notepaper and prescription forms were apt to mislead the public if they did not read what followed.

The Public Mised

Cross-examined by Mr. R. L. Pereira, witness stated that accused was misleading the public by having his name inserted in the list of doctors.

Mr. Pereira: Are you aware that in law it is only an offence for a man to call himself a doctor if there has been a suggestion that he practises medicine according to modern scientific methods?—Yes.

It is not an offence to call yourself a doctor so long as you make it quite clear what method you practise?—Yes.

You have no evidence that he has practised under any other system?—No.

Are you aware that in Ceylon not more than five per cent. of those calling themselves doctors are entitled to it, strictly speaking?—I don't know.

Only a dozen, strictly speaking, are entitled to call themselves doctors. By courtesy they are allowed to call themselves doctors?—Yes, if it is a registrable qualification.

You have no evidence that the accused ever practised medicine under the Western system?—I cannot say personally that I have known him to do so. My point is that he is trying to mislead the public by having his name in the list of doctors.

Mr. Pereira: The public are not such fools as you imagine. Who brought this to your knowledge?—One of the members of the Medical College, about three or four months ago.

Mr. W. A. Cabral, clerk, Telephone Traffic Branch, produced letters sent by the accused, instructing them to insert his name in the list of doctors.

Accused's Evidence

The accused giving evidence, stated that he had been a student of the Ayurvedic System of Medicine for 10 years. He had been awarded a scholarship by the Ceylon Board of Ayurvedic Studies which was a Statutory Board. The scholarship was for a period of four years at the Madras Col-

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MURDER CASE

(Continued from Page 1.)

lege but he had been given an extension of one year, for good work at the Cakutta Homoeopathic College, where he qualified as a Bachelor of Homoeopathic Medicine and Surgery. He then went to America, and got his name registered in the Rotunda Hospital, Dublin. He went to London and thence to Dublin, where he was a post-graduate student for six months. The Rotunda hospital was the foremost in the world for midwifery cases. He passed the L.M. second in order of merit in 1924 and got the Diploma. Returning to Ceylon he decided to open out an Ayurvedic Dispensary, the opening being performed by the Hon. Mr. Malasingham.

He had a large practice now which caused much jealousy among less fortunate medical practitioners according to modern scientific methods.

His Lordship found on the evidence that accused was not justified in his assumption of the title of "Dr." and that the title as assumed by him implied a qualification to practise medicine or surgery by modern scientific methods. He convicted accused of the charge and sentenced him to pay a fine of Rs. 100 or in default one month's imprisonment.

The first witness in the afternoon was W. J. McDermott, first assistant engineer of the ship. He deposed to being called by the fireman on watch. In the officers' cabin, he found Zetterberg sitting on the floor in a reclining position. He was unconscious. Pedersen appeared to be dazed, whilst Bernson was in an excited condition.

After "Being Dry" T. Marterson, the Chief Officer, said that when he went to the cabin, Zetterberg and Bernson were alone there. Zetterberg was unconscious. The witness found Pedersen in his own quarters.

K. Chapanos, a Greek fireman who was on watch, said that Bernson told him that the sailor had killed the mess boy. Witness did not know whom Bernson meant, so he called engineer McDermott.

Capt. P. B. Muller, master of the ship, deposed that liquor came on board at Laibek after the ship had been dry for 2 or 3 months. Three quarters of the crew were incapable of work on Saturday morning. The day after the tragedy, the witness could not say if the liquor was on board.